



# Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

**YOUR MOST VALUABLE ASSET**  
is your eyesight.  
See that it is kept on the  
CREDIT SIDE IN YOUR  
LEDGER OF HEALTH.  
Accurate glasses will keep your  
eyes fit for the daily strain  
of business.  
**N. LAZARUS,**  
Optician,  
13, Queen's Road C.

No. 20,050

號十五零萬二第

日五初月八年戌壬

HONGKONG, MONDAY, SEPTEMBER 25TH, 1922

一拜禮

號五廿月九年一十國民華中

PRICE, \$8 PER MONTH

## INTIMATION

A most Refreshing  
Drink for Summer.

IS

MARTINI & ROSSI'S

ITALIAN

VERMOUTH

With Cold Water.

OF ALL DEALERS.

## GREENER GUNS.

The Far Eastern representative Messrs.  
W. W. GREENER, LTD., 29, Pall Mall,  
London, is at present in Hongkong and all  
sportsmen are cordially invited to inspect  
a few sample models "Greener" Guns  
now being shown at our store.

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ARMS AND AMMUNITION  
STORE.

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Glass Etching, Sign-Board and  
Mirror Maker.  
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Photographic Goods of Every Description  
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Developing, Printing and Enlarging  
Undertaken.  
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## FRENCH LESSONS

G. MOUSSEON,

15, Morrison Hill Road.

## PEAK TRAMWAY CO. LIMITED.

### TIME-TABLE

**WEEK DAYS.**  
7.00 a.m. to 8.00 a.m. every 15 minutes  
8.00 " 10.00 " 10 " 10  
10.00 " 11.00 " 15 " 15  
11.30 " 12.30 p.m. 15 " 15  
12.30 p.m. 2.30 " 10 " 10  
2.30 " 4.00 " 15 " 15  
4.00 " 8.10 " 10 " 10

### NIGHT CARS.

8.50 p.m. to 9.00 p.m. 9.30 p.m.  
9.30 p.m. to 11.00 p.m. every 30 minutes  
11.15 p.m. to 11.45 p.m. every 15 minutes

### SATURDAY.

Extra Car—12 midnight.

### SUNDAYS.

7.00 a.m. to 9.30 a.m. every 15 minutes  
9.30 " 11.00 " 10 " 10  
11.15 " 12.00 noon 15 " 15  
12.00 noon 1.00 p.m. 15 " 15  
1.00 p.m. 4.00 " 15 " 15  
4.00 " 8.10 " 10 " 10

### NIGHT CARS.

8.50 p.m. to 9.00 p.m. 9.30 p.m.  
9.30 p.m. to 11.30 p.m. every 30 minutes  
11.45 p.m.

**SPECIAL CARS.** By arrangement at  
the Company's Office, Alexander Buildings,  
Des Voeux Road.

Season and punch tickets available for  
all cars, not already full, running at the  
time stated in the Company's time-tables,  
but not for special cars, can be obtained on  
application at the Company's Office. No  
season ticket will be issued until payment  
thereof has been made in Bank Notes or  
Cheques or Compro Order represented  
Bank Notes.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE

On and after FRIDAY, SEPTEMBER 18TH, 1922, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

		LOWA RAILROADS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Station		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892	No. 893	No. 894	No. 895	No. 896	No. 897	No. 898	No. 899	No. 900	No. 901	No. 902	No. 903	No. 904	No. 905	No. 906	No. 907	No. 908	No. 909	No. 910	No. 911	No. 912	No. 913	No. 914	No. 915	No. 916	No. 917	No. 918	No. 919	No. 920	No. 921	No. 922	No. 923	No. 924	No. 925	No. 926	No. 927	No. 928	No. 929	No. 930	No. 931	No. 932	No. 933	No. 934	No. 935	No. 936	No. 937	No. 938	No. 939	No. 940	No. 941	No. 942	No. 943	No. 944	No. 945	No. 946	No. 947	No. 948	No. 949	No. 950	No. 951	No. 952	No. 953	No. 954	No. 955	No. 956	No. 957	No. 958	No. 959	No. 960	No. 961	No. 962	No. 963	No. 964	No. 965	No. 966	No. 967	No. 968	No. 969	No. 970	No. 971	No. 972	No. 973	No. 974	No. 975	No. 976	No. 977	No. 978	No. 979	No. 980	No. 981	No. 982	No. 983	No. 984	No. 985	No. 986	No. 987	No. 988	No. 989	No. 990	No. 991	No. 992	No. 993	No. 994	No. 995	No. 996	No. 997	No. 998	No. 999	No. 1000	No. 1001	No. 1002	No. 1003	No. 1004	No. 1005	No. 1006	No. 1007	No. 1008	No. 1009	No. 1010	No. 1011	No. 1012	No. 1013	No. 1014	No. 1015	No. 1016	No. 1017	No. 1018	No. 1019	No. 1020	No. 1021	No. 1022	No. 1023	No. 1024	No. 1025	No. 1026	No. 1027	No. 1028	No. 1029	No. 1030	No. 1031	No. 1032	No. 1033	No. 1034	No. 1035	No. 1036	No. 1037	No. 1038	No. 1039	No. 1040	No. 1041	No. 1042	No. 1043	No. 1044	No. 1045	No. 1046	No. 1047	No. 1048	No. 1049	No. 1050	No. 1051	No. 1052	No. 1053	No. 1054	No. 1055	No. 1056	No. 1057	No. 1058	No. 1059	No. 1060	No. 1061	No. 1062	No. 1063	No. 1064	No. 1065	No. 1066	No. 1067	No. 1068	No. 1069	No. 1070	No. 1071	No. 1072	No. 1073	No. 1074	No. 1075	No. 1076	No. 1077	No. 1078	No. 1079	No. 1080	No. 1081	No. 1082	No. 1083	No. 1084	No. 1085	No. 1086	No. 1087	No. 1088	No. 1089	No. 1090	No. 1091	No. 1092	No. 1093	No. 1094	No. 1095	No. 1096	No. 1097	No. 1098	No. 1099	No. 1100	No. 1101	No. 1102	No. 1103	No. 1104	No. 1105	No. 1106	No. 1107	No. 1108	No. 1109	No. 1110	No. 1111	No. 1112	No. 1113	No. 1114	No. 1115	No. 1116	No. 1117	No. 1118	No. 1119	No. 1120	No. 1121	No. 1122	No. 1123	No. 1124	No. 1125	No. 1126	No. 1127	No. 1128	No. 1129	No. 1130	No. 1131	No. 1132	No. 1133	No. 1134	No. 1135	No. 1136	No. 1137	No. 1138	No. 1139	No. 1140	No. 1141	No. 1142	No. 1143	No. 1144	No. 1145	No. 1146	No. 1147	No. 1148	No. 1149	No. 1150	No. 1151	No. 1152	No. 1153	No. 1154	No. 1155	No. 1156	No. 1157	No. 1158	No. 1159	No. 1160	No. 1161	No. 1162	No. 1163	No. 1164	No. 1165	No. 1166	No. 1167	No. 1168	No. 1169	No. 1170	No. 1171	No. 1172	No. 1173	No. 1174	No. 1175	No. 1176	No. 1177	No. 1178	No. 1179	No. 1180	No. 1181	No. 1182	No. 1183	No. 1184	No. 1185	No. 1186	No. 1187	No. 1188	No. 1189	No. 1190	No. 1191	No. 1192	No. 1193	No. 1194	No. 1195	No. 1196	No. 1197	No. 1198	No. 1199	No. 1200	No. 1201	No. 1202	No. 1203	No. 1204	No. 1205	No. 1206	No. 1207	No. 1208	No. 1209	No. 1210	No. 1211	No. 1212	No. 1213	No. 1214	No. 1215	No. 1216	No. 1217	No. 1218	No. 1219	No. 1220	No. 1221	No. 1222	No. 1223</



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PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS.  
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TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.  
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.  
MOTOR VEHICLES 2 TO 6 TONS.

WATER-TUBE BOILERS.

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LIGHT TWEEDS,  
FANCIES &  
OXFORD CLOTHS.

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INSPECT OUR STOCK BEFORE DECIDING ON YOUR NEW DRESS.

THE SINCERE CO., LTD.

## Tobralco and Tarantulle

NEW STOCKS AND NEW PRICES.

JUST RECEIVED.

NEW PATTERNS in TOBRALCO and TOBBALCO GINGHAMS. This Material is well-known for its excellent wearing and washing qualities. Note New Price: \$1.25 YARD.



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This Material cannot be Surpassed. Kept in 3 weights, 40in. wide.

STANDARD... \$1.00 YARD.  
FINE... \$1.15 YARD.  
SUPERFINE... \$1.30 YARD.



TARANTULLE

See name on selvage—none genuine without

WHITEAWAY, LAIDLAW & CO., LTD.

THE STORE FOR VALUE, HONGKONG.

## SZECHUAN. THE GREAT STOREHOUSE OF CHINA.

(BY THE BUREAU OF ECONOMIC INFORMATION, PEKING.)

Szechuan is the largest and richest province in China. In a country which can embrace the continent of Europe and yet leave enough room for another France and Germany, and which can safely be said to be the richest storehouse in the world, the importance of its largest and richest province is a matter of some moment to the world. The area of Szechuan, which is 220,000 square miles, is larger than the combined area of the eleven American states of Maine, New Hampshire, Vermont, Rhode Island, Connecticut, Massachusetts, New York, New Jersey, Pennsylvania, Delaware, and Virginia, whilst its population, estimated at 45,000,000, is nearly half the total population of the United States, and is greater than the combined population of the thirty-seven states not included in the area comparison. Truly a vast, populated province, and, as the interest of international traders testifies, one teeming with raw materials many times in excess of the needs of the people.

Szechuan claims to produce everything raised elsewhere in China. Silk, wheat, sugar, tobacco, fibres, rhubarb, bamboo, tea, herbs, and wood oil are among the principal products. The mineral wealth is stated by competent investigators to be immense, and although surveys have been so far superficial, gold, quicksilver, and petroleum are known to exist. Salt wells to a depth of 4,000 feet have disclosed the presence of petroleum and gas in considerable quantity. The industries, of which silk holds the leading place, include wool, vegetable tallow, wax, musk, medicines, wood, hides, tobacco, and paper.

### NOT A SINGLE RAILWAY.

In this great tract of land there is not a single mile of railway. The need of transportation is greater probably than in any other part of the world. Szechuan is situated on "the roof of the world" and is hemmed in from communication with its neighbours by stretches of mountain range that find their origin in the Himalayas. Its bottle-like shape has its only outlet in the neck, an elongated piece of land through which runs the Yangtze. The story of the fight with the upper reaches of China's great river is part of the history of navigation. From Ichang, in Hupeh province, to Chungking, the only treaty-port in Szechuan and 400 miles along the waterway, most of which section drains the lower section of the latter province, there are gorges of immense height, and shoals, whirlpools, and rapids that have played havoc with native craft. During the high water season the Lower Yangtze in places rises over 175 feet above the low water level, and it is during this time that the river becomes a tremendous torrent, the sight of which, with its banks of almost perpendicular heights, is one of the most impressive, yet fearsome, sights of the world. Navigation over this belt, it may therefore be appreciated, is fraught with the utmost difficulties. Formerly only junk made the passage, and thousands of them have been wrecked in the operation, but, owing to the bravery and skill of pioneering foreigners, and the advancement attained in marine engine construction, the Ichang-Chungking section is now navigable by steam with a certain degree of regularity during eight months of the year. At the same time, the dangers to navigation still exist (the Yangtze has not yet been tamed by man's ingenuity), as is illustrated by the absence of insurance rates and the high freight rates which the steamship companies demand.

From this iteration of the difficulties attendant on communication along the only pathway leading into Szechuan, the claim that the need for more facilities is greater here, in view also of the riches now awaiting exploitation and transportation, than in any other part of the world, may be justified. The products of Szechuan are bottled up like its people and its area. Freight rates are of necessity abnormal; hence there are such peculiar situations as was witnessed in China in 1917, when wheat, which during that year was in great demand throughout the world, was selling in Shanghai for \$2.50 to \$3 a bushel and in Szechuan at ten cents. Between Ichang and Chungking, 500 miles of the 1,500 mile course, the cost of freight works out at no less than 70 to 100 per cent. Even then the merchant has to rely on junk or coolie labour. The upstream journey takes about six weeks and the difficulties from Ichang to Chungking are of minor account when compared with the rapids farther up the river, while the land journey, which takes about a fortnight, is through hilly, bandit-infested country, where cart loads are unknown. The overland transportation charges between these two places, which have a population of half a million each, are at present about 120 per cent, or about 40 Tael cents per ton per mile. Although the river charges are much less, cargo frequently arrives at Chungking in a very damaged condition owing to the state of the extreme reaches of the Yangtze.

### DEVELOPMENT OF TRANSPORTATION NEEDED.

The solution of the difficulties under which trade now labours is the development of transportation. There are many schemes aiming at linking the interior of the province with the outside world. The first of importance is the Hukwang Railway system. This line will eventually connect Peking and Canton with an offshoot to Chengtu. Much money has already been spent on the project, but construction work is at the time of writing held up on account of lack of funds. The surveyors have taken their investigations as far into Szechuan as Kweichowfu,

and here the project rests till foreign capital can be interested to take up its undertakings. Another road into Szechuan has been surveyed by American engineers under the contract between the Chinese Government and the Sino-Carey Railway and Canal Company. The route is connected with the Peking-Hankow Railway at Sinyangchow, a point 131 miles north of Hankow, and enters Szechuan near Tzeung in Shensi province. Both these schemes find a terminus at Chengtu, the Yangtze route being 939 miles in length and the Shensi route 655 miles.

Another scheme intimately bound up with the opening of the province is the construction of a line between Ichang and Chungking to serve as an alternative carrier to the Yangtze river route. Such a railway would carry nearly all the present river-borne traffic owing to its superior advantages over river competition in cheapness, safety and speed. At present it is impossible to transport heavy machinery for industrial establishments and mining enterprises, and a railway route would instantly remove these obstructions, thus giving the province an opportunity to make use of its enormous natural resources. Besides opening up Szechuan, it would also absorb and supply the rich mining regions of Yunnan province, which is in the drainage area of the Yangtze river.

In view of the fact that many years must elapse before these enterprises are completed, it is well to turn to less ambitious projects, which, although they leave the Yangtze the sole feeder of the province, are important because they will develop the vast interior trade of Szechuan. Chungking should be provided with railway communication with the capital; that is the first consideration. A railway between the two great trading marts of Szechuan would cut through the famous Red Basin, or, as it is sometimes called, the Chengtu plain, which is 45 miles in area and has a population of no fewer than 2,000 per square mile, or ten times the average density of the whole of the province. This zone is perfectly irrigated by an artificial system, 2,000 years old, and is probably the most fertile region for its size in China. It is a matter of considerable interest, therefore, that the province government proposes to undertake the construction of a Chungking-Chengtu line if sufficient capital can be obtained. The scheme prepared by General Yang Sen, the enlightened Director of the Chungking Port Administration, has been submitted to the foreign consuls, who pronounce it a feasible project. Briefly, it then connects Chungking and Chengtu and will connect Tachienlu, the gateway of Tibet, with a 250 mile extension. Owing to the cost of constructing a standard gauge railway over a hilly country like Szechuan it is proposed to build a narrow gauge line, and the amount of the loan tentatively set down to complete it is twenty-five to thirty million taels.

From the facts given above it will not be doubted that the Szechuan people will be the first to support the venture as soon as it is supported. They have suffered tremendously from the lack of adequate and safe communication for years, and still they make demands on foreign manufacturers which increase with the development of foreign enterprise. The new mode of travelling will be welcomed with open arms by a population which is preyed upon by the hordes of bandits, and the linking of the various districts from Chungking to the Tibetan border will mean the best safeguard against their depredations, and also tend to promote a control to the people which has not hitherto known in consequence of the inaccessibility of the region now proposed to be opened up. Most important of all, railway enterprise presses the development of industry and commerce. The untapped resources of the province have engaged the attention of other countries notwithstanding the dearth of communications. When railway facilities are available exploitation will become a practicable proposition. There is not a single modern mine in the whole of Szechuan; yet Von Richthofen speaks glowingly of its coal resources. In this connection the provincial authorities have had the foresight to establish a Mining Bureau to be managed in conjunction with affairs of the railway. This is not only to ensure a supply of coal for the railway but to encourage the development of new mines to supply the needs of the increasing number of craft now plying the upper reaches of the Yangtze. As it is, nearly 80 per cent. of the price of coal produced along old-fashioned native lines goes in transportation fees. With the reduction of freight charges and the increased prosperity of the people there will be an immense demand for foreign goods, and a demand for the trade of the province will be enriched by the activity of the people port. Much of the activity of the people has been nullified in recent years by internal disturbances, but it seems that General Yang is inaugurating a new regime of progress. Commenting on the new power in Western China, a recent writer says—

### ROAD SCHEMES WANTED.

Other activities aiming at the better provisions of transportation are various road schemes. Highways radiating from the capital will bring Wanshan, Kwangyuan, Kwanhsien, Yachow, Pachow, and Chungking within comparatively easy reach of the trade coming into the treaty port. Much of the activity of the people has been nullified in recent years by internal disturbances, but it seems that General Yang is inaugurating a new regime of progress. Commenting on the new power in Western China, a recent writer says—

General Yang is planning to build a model town near Luchow. A railway is projected from Luchow to the salt well, about 100 miles in length. Foreign engineers are now making a survey. His energies are not confined to internal improvements; schools are being re-organized and great encouragement is given to all enterprises that help the people to improve.

## THE BANQUE INDUSTRIELLE DE CHINE.

CONTRACT WITH THE SOCIETE DE GERANCE.

The extraordinary meeting of the shareholders of the Industrial Bank of China was held in Paris on August 12th, and passed the contract drawn up between the B.I.C. and the Société Française de Gérance de la Banque Industrielle de Chine, in process of formation. At the meeting there were represented 225,333 shares, corresponding to 78,343 votes, or three-quarters of the capital. The motion for sanction was passed by 37,730, against 502.

The following is a brief summary of the chief articles in the contract:—  
Capital.—The Gérance Company will have a capital of Frs. 10,000,000, in 2,000 shares of Frs. 5,000 each, subscribed by a group of banks at whose head is the Banque de Paris et des Pays-Bas. This capital may be increased to Frs. 15,000,000 at the discretion of the directors. One-third will be taken by the Chinese Government, and no portion will be allotted to foreign interests.

Directors.—The board of directors will number 10 to 15, with the chairman and majority of members of French nationality.  
Objects.—The new "Société de Gérance" will have a double object in (1) Pursuing the recovery of the assets of the B.I.C., with a view to settling the claims on the bank's creditors. (2) To continue on behalf of the B.I.C. all banking operations, especially in the Far East. With this aim the B.I.C. places at the disposition of the "Société de Gérance" all the former buildings, effects and personnel.

The "Société de Gérance" will be dissolved as soon as the creditors have been paid under the terms of the "règlement transactionnel" granted to the B.I.C.  
Remuneration.—The "Société de Gérance" will be remunerated by (1) A commission of 1 per cent on all gross revenue. (2) A forfeiture remuneration of 8 per cent on the paid-up capital. These commissions will be paid before any distribution of profits. Also the society will receive 5 per cent. of the credit balance.

SHAREHOLDERS' RIGHTS.  
Division of Profits.—The division of profits made by the new company will be as follows:—(1) 5 per cent. to legal reserve. (2) Balance up to Frs. 10,000,000 placed to special reserve destined to cover eventual working losses of the "Société de Gérance." (3) After the execution of the above two items 95 per cent. of the balance will be paid to the B.I.C. and 5 per cent. to the "Société de Gérance." (4) At the end of the directional period of the society, i.e., when the creditors have been satisfied, the balance of the reserve funds will be divided—95 per cent. to the B.I.C. and 5 per cent. to the society.

Shares.—The shareholders of the new controlling concern may subscribe, at par to any future issues of shares either ordinary or 8 per cent. cumulative privileged up to two-thirds of the amount applied for.

Creditors.—The creditors of the B.I.C. will receive bonds giving the right to a portion of annual payments made by the B.I.C. Each bond will represent Frs. 500 of their respective claims. The creditors in the Far East will be given 5 per cent. Gold Bonds by the French Government, provided for out of the French share of the Boxer Indemnity. Such bonds will be a minimum of \$50 gold. Creditors will be privileged to subscribe up to one-third of ordinary or privileged shares composing any increase of capital.  
The "Règlement Transactionnel" mentioned above which was granted to the Industrial Bank of China will become effective as soon as both Houses of Parliament ratify the law placed before them last session, which empowers the French Government to use the Boxer Indemnity for the benefit of creditors of the Industrial Bank of China.

The Agence Economique states that the following is a likely composition of the board of the new "Société de Gérance": Chairman, M. Griolet. Directors: MM. Oudet and Chevalier, of the Banque de Paris; MM. Grandjean, Furst and Andap, of the Banque Française pour le Commerce et l'Industrie; Leon Pissard, president of the Banque de la Seine; and five Chinese directors, among whom are Chow Tze-chi, ex-Premier and Minister of Finance, and Tai Ming-tou, secretary of the Chinese Legation in Paris.

Fortunately General Yang's genius for reform is not limited to one district. The city of Chungking was in great need of cleansing. The results (of improvement schemes) are that within a short period great changes have taken place in the outward appearance of the great commercial metropolis of the west. Great roads are to be constructed. A motor road to Chengtu is to be built and aeroplanes are to be brought out west.

Szechuan will certainly take a new lease of life when General Yang finishes his work. For many more years to come, however, the only means of conveying the riches of the West in exchange for the riches of this Chinese province will be the formidable Yangtze; but foreign traders have proved that they are willing to spend their money and their brains in trying to curb its present intractability. The recent hydroplane experiments towards the mouth of the river are a portent that success is not far ahead. Chinese enterprise under the enlightened guidance of General Yang Sen and foreign pioneering in the light with the Yangtze are both means towards the same end—the release from its age-long sleep and the circumvention of natural obstacles which have stunted the growth of a trade unparalleled in its possibilities.

## DUTCH ACTIVITIES IN CHINA.

ENORMOUS POSSIBILITIES OF TRADE.

For years past the Hollanders have almost entirely neglected their chances in China and looked passively on whilst Belgians, Britishers, French, Japanese and Germans made a profitable business out of the construction of railways, and supplying the necessary rails, bridges and rolling stock. Dutch activities have been confined to the harbour works at Shanghai and Chefoo, writes the *Gazette de Hollande*, but how much more might have been accomplished! It has chiefly been the Belgians who have applied themselves energetically to obtaining command of the Chinese market. Their efforts have considerably benefited the industry of Belgium, which has for years been supplying all kinds of materials to a value of tens of millions of francs per annum. By means of an extremely practical mode of co-operation between Belgian industry and the banks, the Banque Belge pour l'Etranger in China is doing excellent business.

It has now become possible for Dutch business men to participate in one of the large concerns based on the said co-operation. The Dutch Syndicate for China has obtained a share in the construction of the Lung-Hai Railway, which will connect Lanchow, the capital of the province of Kanhsu, with Haichow, on the China Sea. On May 1st, 1920, an agreement was signed between the said Dutch Syndicate, the Chinese Government and the Belgian Compagnie Générale des Chemins de Fer et de Tramways en Chine, according to which Dutch engineers will construct the railway from Haichow to Lanchow (about 210 kilometres), as well as the ocean harbour at the latter place. These great harbour works will be constructed by contractors to be appointed by the Dutch Syndicate for China, whilst the material for railway construction will preferably be supplied by Dutch industry. To finance the undertaking, the Syndicate will place a loan of 4,500,000 on the Chinese Treasury notes and the redemption of these Treasury notes has been guaranteed by the Chinese Government, and by a special mortgage on the railway, whilst the engineer in chief will have absolute control over the expenditure and receipts of the line. This is, therefore, not a State loan in the ordinary sense of the word but an issue of specially guaranteed Treasury notes upon security capable of itself producing the means of paying both interest and redemption. On this solid basis, Holland has begun to take part in the promising economic development of China, says a writer in the *Revue Rotterdamme de Commerce*. The harbour plans for Haichow have been studied by the Dutch experts and our railway engineers have begun work, and already reached the Great Chinese Canal.

It is, therefore, not a little disappointing that the issue of the first part of the Treasury Loan was not a success on the Amsterdam market. Doubtless, this was partly due to the rumours of civil war in China last spring. Far from shaking confidence, however, the fact that this war did not in the least injure the prospects of the works ought to be reassuring, inasmuch as it has proved that such concerns, involving foreign interests, are respected, even in times of civil disturbance. Nothing is better calculated to demonstrate the value of old Chinese culture than the fact that civil war or any other political event which in Western countries would bring business life absolutely to a standstill, has no power to rattle the daily tasks of the Chinese people, who perform their daily tasks unperturbed. If one further reflects that China numbers 400,000,000 inhabitants and that its foreign trade as yet represents only 12 per cent. (as against 41.000 in Holland), it is clear that there are enormous possibilities for trade, industry and shipping in that country with its industries, intelligent and peaceable population.

## CHINA AND THE POPPY CULTIVATION.

CRITICISM CALLS FOR NEW INVESTIGATION.

The Waichiaoou has made public the reports of the Opium Commissioners sent to the provinces and special administrative areas last June to investigate poppy cultivation. These reports, says the *Peking correspondent*, have since been subjected to criticism on the ground that the investigations were carried out at a period when the crops had been harvested.

The Chinese Government is now arranging for an Opium Investigation Committee to make a tour of the provinces and special areas at the time when the poppy harvest would be in flower. The Chinese Chambers of Commerce, educational associations and anti-opium societies, including the International Anti-Opium Association, Peking, are invited to nominate representatives to assist the committee. Owing to the vast areas separating the regions where poppy is cultivated, several sub-committees will be appointed. Admiral Sah Ohan Ping will be Chairman of the sub-committee investigating Fukien and Anhui; Mr. Li Kai Shen will hold a similar position for Shensi and Hupeh; Mr. Sung Tao Jen for Kanhsu and Szechuan; and Mr. Chen Tao Yuan for Jehol and Suiyuan. These sub-committees are instructed to make their investigations in conjunction with the local civil and military authorities.

The Government expresses the hope that the public bodies mentioned above will nominate their representative as soon as possible.



## CORRESPONDENCE.

### THE NEAR EAST TANGLE.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

SIR,—May a foreign observer, who enjoys your sympathetic British hospitality, seize the opportunity offered by your article of the 20th inst. entitled "Grave Situation in Eastern Europe" to voice the view which he has acquired by personal observation?

The Near Eastern situation was always grave to those who really knew it; it has now become obviously so even to that public which is not so closely acquainted with the facts. Those who have lived in the Near East saw this as soon as the Allied victory brought about the fall of the Turkish Empire. The adoption by the Turks of the Islamic religion, and their arrival on the coast of the Mediterranean and the Balkan Peninsula were undoubtedly a calamity for mankind, and their utter defeat was one of the most striking results of the Great War. But, as usual, the politicians who direct affairs could not achieve that possible civil reconstruction which was the gift of their victorious soldiers as a cost which was only justified by the hope of a new earth.

At St. Jean de Maurienne (1916) the Allies signed a preliminary treaty by which Smyrna and the Occidental ports of Asia Minor were assigned to Italy, a nation not wholly unprepared for this generous honour. For, with her vast Mediterranean coastline, the inspiring colonial traditions of Venice and Genoa, an overflowing population (40 millions in 1900, 50 square miles) and her lack of mineral riches, she urgently needed an outlet for her activities, not too remote from her coasts, where she could set her hand to the work of altruistic civilization. She was the more prepared by reason of her military strength to subdue the Turk, against whom the Venetians and the Genoese had conducted successful campaigns in the defence of Christendom.

In 1919 at the Versailles Conference a dispute arose between the then omnipotent Wilson and the Italian Delegates as to the city of Fiume, and during the absence of the Italian Delegates to consult the people of Italy (to whom Wilson had appealed over their heads) America, Britain and France empowered Venizelos to land Greek troops at Smyrna, thus breaking the treaty of St. Jean de Maurienne. On the return of the Italian Delegates an accomplished fact faced them. Venizelos was already publishing the programme of Greater Greece, namely to exstinguish the Eastern Roman (Byzantine) Empire, with its capital at Constantinople. Venizelos was not idly raving—he had the backing of the Powers befriending him. Those who have lived in the Balkans and the Near East know that the Greeks, though industrious, economical, and bravely patriotic, are a people of small numbers and small territory. Barren, rootless, her schools few and ill-managed, her minerals untapped, her agriculture antiquated, Greece could no more restrain the fierce Turk fighting for his country's profit, than a child could control a bull. I wish nothing but good to the Greeks, especially at this sad moment in their history, but the comparison seems to me just.

When Lloyd George and Clemenceau, with Wilson's consent, gave Greece the mandate for Smyrna and the adjacent vilayet, they gave it more to the man Venizelos than to the nation he represented, and gave it not so much from a love for Greece as from the desire to provide an undeveloped country for exploitation by Anglo-French capital and a further military force at their disposal in the European competition of armaments. Venizelos had rendered undeniable services to France and Britain in the War, and they wished him to remain faithful to them as director of European affairs in the Near East. The Greek task began easily, for the Turk still felt his defeat and Greece was supported by the Anglo-French power. But already before the fall of Venizelos and Constantine's return things had taken a turn for the worse. Already the people of Greece began to feel the strain of a war conducted at a distance against a fierce enemy whose organization improved daily and who was fighting for his life. Meanwhile, in the early part of 1920, Anglo-French jealousy began to be evident. Venizelos had favoured both Powers equally at first, but later inclined to the richer and more powerful, thus sowing the seeds of discord with France, though this was more or less hidden in official relations.

At the Greek elections of 1920 (October-November) Venizelos' defeat and flight showed the two Allies that favours to him had, in the opinion of the Greek people, only reacted to their own disadvantage; that Venizelos and the Greek people were two very different things. Constantine and his court on their return felt that the undertaking in Asia Minor was a grave burden and a future danger to Greece. The populace, weary and deprived of so many of their youth, felt the same. Had Constantine's hands been free he would have solved this problem for his people by withdrawing from Asia Minor, retaining only the control of Smyrna. But the remaining Venizelists would have cried "treason." France had communicated Constantine's Government, and Lloyd George's support would only be continued if the venture in Asia Minor were carried to its conclusion.

From this time France and Britain pulled in opposite ways in Near Eastern politics. France succeeded, through her special envoy, Franklin Bouillon, in obtaining a treaty with Kemal Pasha by which, on withdrawing French troops from Cilicia, France was to have peace on her Syrian frontier. The other terms of this treaty are still largely unknown.

Constantine did his best to bring to a successful end the undertaking left by the other party. He urged patience and persistence on his people. From the military standpoint the Royal House did its best. The princes, including even Prince Andrew, went to the front, and for many months lived with the troops and encouraged them by their example. They cannot be blamed for the arduous venture in which Venizelos had involved his country, a venture with which even Britain herself is now finding it difficult to cope.

What could Greece do with France openly hostile and Britain holding her purse-strings tight? (The pound sterling in 1920 was worth 30/35 drachmas, but now it is 150.) The truth is that Greece is an innocent victim in the cogwheels of diplomacy used by the Powers to achieve their own political ends. It is for you British to judge whether Lloyd George did right in setting Greece against the Turks, who, as Mohammedans, will influence so many millions of their co-religionists in the British Empire. It is certain that the Greeks have been sacrificed without the destruction of the Turks.

I wish to emphasize a known fact which every day becomes more urgently important. Looking at the map of Europe and drawing an imaginary line from Holland to the Adriatic, we see Eastern Europe on its right, a mass of turmoil and disorder. Observe Germany, her 70 millions nursing a revenge which grows with its own suppression—a mass of small states, chaotic, unsettled, bellicose, some wretched, others enjoying booty, some unnaturally gross, others starved, oppressor and oppressed. The Russian Giant lies prone before his enemies, wounded by a gaggle of thieves, who seek nought but a nightmarish revenge bred of race and religion, not content with the ruin of their own country but still striving for the dissemination of their poisonous doctrines in Europe, in Asia, in America. Turkey flourishes again the sword of the Prophet, launching her hordes, drunk on the spirit of the Koran, seeking her lost Empire from India to the Black Sea, from Mongolia to the Atlantic. To Turkey the Treaty of Sevres was more a prescription for a tonic than a certificate of death. But enough—do for let us look further, where India, China and Japan provide yet further cause of disquietude.

To find a parallel to this picture, we must look back to that period between the Vth. and IXth. Centuries, A.D., when the barbaric invasions nearly extinguished the torch of the Greco-Roman civilization. To the normal man the vision is almost incredible. Can we avoid the impending catastrophe? There is only one course by which Western Europe can be saved from the danger of Germany, Bolshevism, and the Turk. The three Great Allies—Britain, France and Italy—must be fused into one, with a single spirit, a single programme. This can only be achieved if the men and the system be changed. Other political men; possibly younger, must be found to direct the foreign policy of the Allies. No necessary change of policy must deter us from a complete, continuous unity of the three peoples. I say "continuous" because otherwise we shall have only one of those temporary Alliances which last but a short time and bear in themselves the seeds of their own disruption.

The need is for a perfect union of the three States, with a Central Government, a Committee of common safety, to face the future. How, otherwise, can the situation be remedied?

If you hold that my proposal for the union of the three Great States is too Utopian, then we must prepare for the final end of European civilisation. It will be a case of "sine qua non"—Yours faithfully,

AN OBSERVER.

Hongkong, September 22nd, 1932.

### MOVING ELECTRIC METERS.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

SIR,—The attention of our clients the Hongkong Electric Company, Limited, has been drawn to a case in the Summary Court, recently reported in the Daily Press, in which it was made to appear that the work of altering or removing the Company's electric meters could be done by outside firms, but the Electric Company had to be paid a fee.

The Company wish to correct this erroneous statement, as the Company is very particular in allowing no one but its own servants to do anything to its meters, and any Contractor who is given work to do which involves moving or interfering with a meter has to notify the Company, which sends its own employees to do what is necessary to the meter.

For such labour and material as is required the Company makes a "flat" charge of \$5 (per meter), which, when a Contractor is employed on other electric work on the premises, is, of course, usually collected from him and by him included in his bill.

The Company asks the courtesy of your columns to make the above as widely known as possible.—We are, Yours faithfully,

JOHNSON, STOKES & MASTER.

Shanghai, September 23rd, 1932.

## SPORT.

### GARRISON TENNIS LEAGUE.

R.E. "B" beat King's by 44 games to 37.

Q.M.S. Longbottom and S.S. Best (R.E.) lost to Lieut. Leader and R.S.M. Mitchell (King's), 4-3; lost to C.Q.M.S. Burnett and Sgt. MacManamon, 4-5; beat Sgt. Baker and Cpl. Beasley, 7-2.

S.S. Redpath and Spr. Newing lost to Leader and Mitchell, 3-6; beat Burnett and MacManamon, 2-7; beat Baker and Beasley, 6-3.

Spr. McWhinnie and Pilling lost to Leader and Mitchell, 3-6; lost to Burnett and MacManamon, 2-7; beat Baker and Beasley, 6-3.

Small Units beat King's by the narrow margin of three games. Scores not to hand.

League table to date:—

	P.	W.	L.	Pts.
R.E. "A"	11	11	0	11
R.E. "B"	11	9	3	9
R.A.O.C.	5	6	2	6
88th Co. R.G.A.	10	3	7	3
Small Units	10	3	7	3
R.A.M.C.	7	2	5	2
King's	9	0	9	0

Garrison Doubles Challenge Competition has been arranged to be played on 2nd, 3rd and 4th October.

## FOOTBALL.

### KING'S, 7, POLICE, 0.

With the object of trying out their new men, the Police played the King's a friendly game on the Murray Parade ground on Saturday afternoon. The match was very one-sided, for the King's fielded their Regimental team and won by 7 goals to nil. The Police had Wills, Mair and D. Clark of last year's team, and eight new men. The splendid combination of the Military team prevented the Police from settling down and play was practically confined to Police quarters.

Love opened the score for the King's by turning a pass from Scott into the net. Jones put on two goals before the interval. Crossing over with a lead of 3 goals the King's again took charge of the game. Jones and Mair showed good combination enabled the former to add 3 goals to the King's score. Scott who played a good game on the Military field scored a beautiful goal, the ball just going under the cross bar.

The game ended with the above score. Of the new players R. McEwen was outstanding as a forward. In the second half he dropped to centre half to cover Jones, but the King's brilliant centre left him standing. Whant, playing centre forward for the Police, showed some knowledge of the game and should improve. Combination and understanding among the Police were lacking, but this is due to their meeting on a football field for the first time, and also to the fact that they were up against a very strong side. R.Q.M.S. Tyldesley was in charge of the game.

### SEAMEN'S STRIKE SEQUEL AT SHANGHAI.

TWO MONTHS' PAY DEMANDED FROM THE MEN.

AN INTERESTING SITUATION.

A sequel to the recent strike of seamen is being reported in native circles directly concerned, says the Shanghai Mercury. It appears that shortly after the final settlement had been effected with the China Merchant's Steam Navigation Company, the officials of the Union called the various foremen together and endeavoured to get them to obtain from each man compensation representing two months' wages.

This incensed the men who contend that any attempt on the part of the Union's officials to obtain monetary compensation is contrary to the objects of the Seamen's Union. The complementary Seamen's Union, an organization entirely independent of the Chinese National Seamen's Union, is the first organization to oppose the demand put in by the officials of the latter.

It is now learnt that prominent members of the China An Guild have decided to hold a meeting to discuss the new situation.

The men argue that the Seamen's Union has not incurred so much expense as to require a compensation representing two months' wages from each man. One of the resolutions which will be submitted at the meeting "aforementioned" is the following:—

"As the expenses incurred during the strike were paid by the various women's organizations, be it resolved that the Seamen's Union be asked to give a detailed account of the expenditure, also an accounting of the sum of money it had collected from the seamen, as well as to give the name of the bank wherein the money had been deposited."

The stand adopted by the Seamen's Union's officials recalls to mind the assertion given to a Mercury representative at the time of the outbreak of the strike by an official of one of the shipping companies concerned that the men who organized the Seamen's Union and the strike movement were merely political agitators in search of a living.

Intricate litigation is promised for the near future if the officials of the Seamen's Union do not withdraw their claim for a meeting or if they and the ex-strikers do not come to an understanding.

## MAGISTRATE AND COMPLAINANT.

APOLOGISE TO EACH OTHER.

The Chinese, who was on Friday charged with the theft of two lengths of chain from the Kowloon-Canton Railway, was sentenced to fourteen days' hard labour on Saturday.

On the previous day Mr. Hamilton informed the Police Inspector in charge of the case that he would be unable to proceed unless the complainant (Mrs. G. A. Walker, Traffic Superintendent) put in an appearance.

On Saturday, the Magistrate said to Mr. Walker: I am sorry to have brought you across, but the case cannot proceed without the presence of the complainant.

Mr. Walker: I am sorry I was not present yesterday, but I did not mean disrespect to the Court.

## ARMED ROBBER CAPTURED.

An armed robbery took place at No. 7, Upper Lascar Row, at about 7 o'clock on Saturday morning. Three men entered the building, two of them armed with revolvers and one with a dagger. The robbers made a haul of \$168. The woman occupant of the floor was robbed of all her jewellery. As the robbers left the house a Chinese constable caught the man, who was armed with the dagger. When searched at the Police Station a quantity of jewellery was found on his person.

## POSTAL AFFAIRS IN CHINA.

THE ABOLITION OF FOREIGN AGENCIES.

JAPAN'S STRONG CASE AT THE CONFERENCE.

PEKING, August 13th.

The Sino-Japanese Conference on Postal Affairs now being held in Peking is said to be a purely technical one, the object of which is to make arrangements for mutual benefit, to facilitate postal relations between the two countries after the withdrawal of the Japanese post-offices, in pursuance of the resolution taken at the Washington Conference.

In the case of Japan the question of abolition of postal agencies in China assumes far more important and complicated aspects than in the case of other Powers concerned, and consequently its execution involves many technicalities which are by no means easy or simple.

For instance, the Japanese postal agencies to be abolished number 65, with 100 stamping agencies and 145 mail boxes, while the members of the staff in the service are 693. According to the statistics of 1920, 57,007,527 pieces of mail matter were handled by these 65 offices in that year. That is to say, over seven per cent. of the Chinese mails handled by the entire Chinese postal service in a year. The number of postal parcels handled by the Japanese offices in the same year amounted to 915,000, or 11 per cent. of those handled by the Chinese post-offices throughout China; and in the money order and savings bank services these Japanese post-offices transacted business to the enormous extent of ¥91,233,400, or about 78 per cent. of that handled by the Chinese post-offices.

The above figures show clearly how seriously the abolition of these postal agencies will affect both foreigners and Chinese, especially Japanese, of whom there are some 400,000 living in the various places of China from which the postal agencies are to be withdrawn.

It may be recalled that a Chinese delegate declared at the Washington Conference that China was maintaining and would continue to maintain relations with all foreign countries to meet all requirements. Placing full confidence in this declaration of the Chinese delegation, the Powers interested in the question agreed to abolish their postal agencies in China on the condition, among other things, that China continuously should maintain efficient postal services. It is, therefore, of real concern to Japan to be assured beforehand regarding the substantial arrangements to be adopted after the withdrawal of the foreign postal agencies in China, by the Chinese Postal Administration to furnish the same facilities and conveniences for foreigners through the foreign postal agencies in China.

As a matter of fact, there is an agreement between Japan and China concerning the exchange of mails and postal parcels, which was concluded some 19 years ago. It is, however, now regarded as necessary that new arrangements should be made for the benefit of these two countries, in order to meet the new requirements following the withdrawal of the Japanese postal agencies. Moreover, in view of the close economic and postal relations of China and Japan, it is thought desirable for them to make arrangements concerning money orders, trade charges on parcels, insurance of letters and other special services in conformity with international conventions. The Conference now in progress, therefore, contemplates arriving at an agreement on these matters.—Reuter.

Ben Turpin, the cross-eyed comedian, who has already made friends with Hongkong picture-goers, plays the hero's part in "Married Life," the hilariously funny five-reel Mack Bennett comedy which made a successful beginning on a brief season at the Coronet yesterday.

## LANE, CRAWFORD, LTD.

### English Fruits in Syrup.

Chiver's Strawberries	per tin	1.00
" Raspberries	"	1.50
" Black Currants	"	1.60
" Gooseberries	"	.70

(Delicious with Nestle's Thick Cream.)

Chiver Jellies	per pk.	.30
Lazenby Custard Powder	per tin	.35
Brown & Polson Cornflour	"	.60
Hubbard's Scotch Shortbread	"	2.40
" Rusks	"	2.00

### Peek Frean's Biscuits.

Special Afternoon Tea	2.00
Imperial Assorted	1.40
Wedding	1.20
Cream Horn	1.20
Bath Oliver	1.40

## SODA FOUNTAIN

### CAFÉ WISEMAN.

### SUNDAES, PUNCHES,

### ICE CREAM SODAS,

### ALL FLAVOURS

### BEST SERVICE. HIGH QUALITY.

### LOW PRICES.

LANE, CRAWFORD, LTD.

## TALKING MACHINE

### NOVELTIES

### "DANCING RASTUS"

### "BOXING DARKIES"

PERFORM ON ANY GRAMOPHONE.

## ANDERSON'S

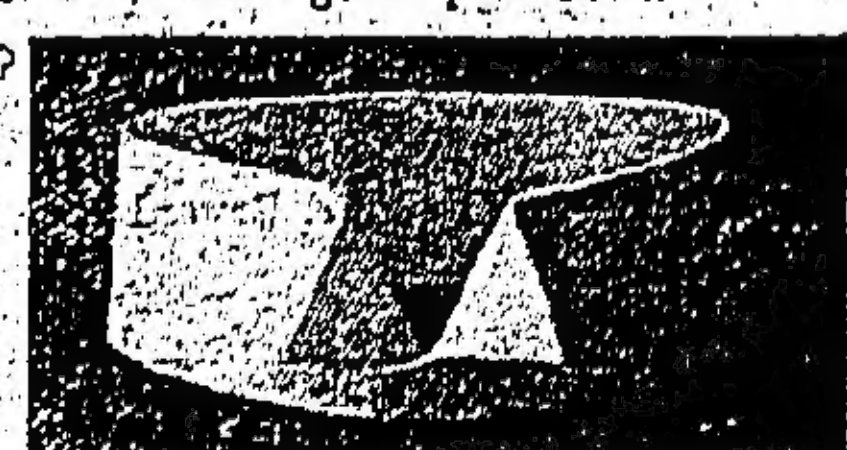
## Powell

TELEPHONE C. 3146.

GENTLEMEN'S

### EVENING DRESS WEAR.

This is a specialty with us, great care being taken by our London House whereby we receive only the NEWEST and MOST UP-TO-DATE goods procurable.



SHIRTS	TIES	SOCKS	DRESS SHOES
COLLAES	PUMPS	BRACES	HANDKERCHIEFS
DRESS SUITINGS			
STYLE AND FIT EXCLUSIVE.		CLOTHS GUARANTEED.	



## NEW ADVERTISEMENTS

## NOTICE

MR. J. C. BARRETT having RESIGNED his authority to sign on behalf of this Company from DATE THE UNION TRADING CO., LTD. Hongkong, 25th September, 1922. [1523]

## VICTORIA RECREATION CLUB.

THE FOURTH NIGHT FETE which was to be held on Thursday, the 21st instant, at 8 p.m., will take place TO-NIGHT (MONDAY), the 25th instant, at 9 p.m.

## BAND IN ATTENDANCE.

## PROGRAMME:

1. 2-Longth's Boys' Handicap (Open).
  2. Do. Girls do.
  3. 200 yards Championship of the Colony.
  4. 4-Longth's Members' Handicap.
  5. Ladies.
  6. Team Race—Inter-v. The Rest.
  7. High Dive.
  8. Water Polo.
- Admission—Members 50 cents; Non-members 10 cents. Ladies, soldiers and sailors 50 cents. Reserved seats can be looked at the Club—[1524]

A. M. McKIRDY,  
Hon. Secretary.

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MANTUA."

Arrived Hongkong on 23rd SEPTEMBER, 1922.  
From ANTWERP, LONDON, GIBRALTAR, MAINTERRA, ALEX. BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer. Goods not cleared within 5 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.  
Hongkong, 23rd September, 1922. [1525]

## VICTORIA DIOCESAN ASSOCIATION

## IN AID OF THE

## "NANNING FUND."

## A PIANOFORTE RECITAL

WILL BE GIVEN BY  
MR. ERIC RICE

IN THE  
BALL ROOM, GOVERNMENT HOUSE.

## THURSDAY, 5th OCTOBER,

AT 9.15 P.M.  
VOCALIST—MRS. GANDY.

Tickets—\$3. Obtainable from—  
MRS. SEVERN,  
GOVERNMENT HOUSE,  
THE ANDERSON MUSIC CO.,  
BRANSHFIELD ARCADE. [1516]

## NEEDHAM GUNS.

A "Hand Made" Gun of British  
Manufacture.

## THE CHALLENGER.

DOUBLE BARREL, 12 BORE SHOT GUN.  
Model No. 1.....£10.10.0  
Model No. 2.....12.12.0  
Ejector Model No. 3.....16.16.0

Sportmen are cordially invited to  
inspect a Sample Model on show

at  
THE HONGKONG SPORTING  
ARMS AND AMMUNITION  
STORE,  
5 & 6, Beaconsfield Arcade,  
J. V. NEEDHAM, BIRMINGHAM,  
(Proprietors: W. W. GREENER, LTD.) [1492]

## THE CORONET.

TO-NIGHT AND TO-MORROW.

BEN TURPIN

## MARRIED LIFE.

## KOWLOON THEATRE.

TO-NIGHT ONLY.

THE GIRL IN  
A TAXI.

## INTIMATIONS

## NOTICE

THE CHINA SPECIE BANK, LTD.,  
will REMOVE to its New Premises No.  
8, DUNDAS STREET on MONDAY, 25th  
SEPTEMBER, 1922.  
CHINA SPECIE BANK, LTD.  
[1501]

## PEAK HOSPITAL.

WANTED, Fully Qualified MATRON  
for PEAK HOSPITAL from 1st January,  
1923.  
Applications should be addressed to the  
Undersigned before October 10th, 1922,  
and should be supported by recommendations  
from two Medical Practitioners in China or  
Hongkong.

By Order,  
D. K. BLAIR,  
Secretary & Treasurer,  
PEAK HOSPITAL COMMITTEE.  
Hongkong, 19th September, 1922. [1507]

## PEAK HOSPITAL.

WANTED, in March 1923, three Fully  
Qualified NURSES for the PEAK  
HOSPITAL.  
Apply stating Qualifications and Particulars  
of Experience to the Undersigned.

By Order,  
D. K. BLAIR,  
Secretary & Treasurer,  
PEAK HOSPITAL COMMITTEE.  
Hongkong, 19th September, 1922. [1508]

## THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA is held for  
SATURDAY, OCTOBER 14th, 1922.  
Draft Programmes and Entry Forms may be  
obtained at Race Course, Hongkong Club, and  
Causeway Bay Stables.  
Entries close Saturday, 30th September.  
[1517]

THE HONGKONG & WHAMPOA DOCK  
CO., LTD.

NOTICE IS HEREBY GIVEN that the  
SHARE REGISTER and TRANSFER  
BOOKS of the COMPANY, will be CLOSED  
from the 2nd to the 15th OCTOBER, 1922, both  
days inclusive.

Warrants for the INTERIM DIVIDEND  
can be obtained at the Office of the Company,  
2, QUEEN'S BUILDINGS, Hongkong, on and  
after the 11th OCTOBER next.

By Order of the Board,  
R. M. DYER,  
Chief Manager.  
Hongkong, 18th September, 1922. [1497]

## S.S. "TUNGSHING."

STRANDED IN SWATOW HARBOUR.

Messrs. JARDINE, MATHESON &  
CO., LTD., General Managers, Indo-  
China Steam Navigation Co., Ltd., Hong-  
kong, are prepared to receive TENDERS  
for the temporary repair, fitting, and delivery of  
above steamer her stores, apparel and tackle,  
situated in the Harbours of Swatow, in a condition  
for proceeding to Hongkong.

Permits for inspection of vessel as she now  
lies, will be issued on application to the above.  
[1404]

## PARTICULARS

## VALUABLE LEASEHOLD PROPERTY

Situate  
No. 13, WING HING STREET,  
VICTORIA, HONGKONG,  
To be Sold by Order of the Mortgagee

## PUBLIC AUCTION,

IN ONE LOT  
ON  
MONDAY,  
The 2nd DAY OF OCT., 1922, at 3 O'CLOCK P.M.  
By  
Messrs. LAMBERT BROTHERS  
At Their Office, DUNDAS STREET.

THE Property consists of First ALL  
THAT piece or parcel of ground situate  
at Victoria in the Colony of Hongkong and  
registered in the Land Office as SECTION  
A of INLAND LOT No. 2166 together with  
the messuage, erection, or buildings thereon  
now known as No. 13, Wing Hing Street and  
Secondly ALL THAT strip of land at the rear  
of the said Section A of Inland Lot No. 2166  
being a scavenging lane. All of which premises  
are held for the residue of the term of 75 years  
from the 15th day of May, 1916, created by the  
Crown Lease thereof together with  
valuable machinery now situate in or upon the  
said premises and at No. 1 Gordon Street.  
Particulars and Conditions of sale may be  
obtained from  
Messrs. HASTINGS & HASTINGS,  
Solicitors,  
8, Des Voeux Road Central,  
and  
Messrs. LAMBERT BROTHERS,  
Auctioneers,  
[1397]

## J. B. LAL.

## THE ABLE INDIAN PHYSICIAN.

FROM SINGAPORE.

is now ready to receive anyone who wishes to  
consult him on the following diseases, viz.,  
Cold, Catarrh, Headache, Hemorrhoids, Earpain,  
Giddiness, Toothache, Running of the Nose,  
Neuralgia, etc., etc., and

GUARANTEES TO CURE  
the above diseases in less than  
TWO MINUTES.

I can cure all kinds of Eye diseases as well  
as other sicknesses and guarantee to cure  
radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be  
paid to any person who is able to cure the  
above mentioned diseases within 2 minutes,  
providing he does not make use of any  
medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00  
Visiting Fee ... 5.00

Consulting hours 9 A.M. to 12 Noon,  
" 3 P.M. to 6 P.M.

J. B. LAL.

c/o KING EDWARD HOTEL,  
Room No. 48. [1385]

## INTIMATIONS

## NOTICE

HAVING RESIGNED from my Position  
as Manager of the Export Department  
of the UNION TRADING COMPANY, LIMITED,  
the Power of Attorney given me by the Firm  
to sign its name for Procurement will be invalid  
as from THIS DATE, the same having been  
returned by me to the Company for revocation.  
J. C. BARRETT.  
Hongkong, 21st September, 1922. [1515]

## "GLEN" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA,  
PORT SAID & STRAITS.

## THE Motor Vessel

## "GLENOGLE"

having arrived from the above ports, Con-  
signees of Cargo by her are hereby informed  
that all Goods are being landed at their risk  
into the hazardous and/or extra hazardous  
Godowns of The Hongkong and Kowloon  
Wharf and Godown Company, Limited,  
whence, and/or from the wharves, delivery  
may be obtained.

Goods not cleared by the 30th Sept., 1922,  
at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages  
are to be left in the Godowns where they will  
be examined in the presence of Consignees by  
Messrs. Goddard & Douglas on 25th Sept.,  
1922, at 10 A.M. Claims against the steamer  
including those for cargo short delivered  
must be presented on the special form provided,  
and must also be submitted within 30 days  
of arrival otherwise they will not be  
recognized.

No Fire Insurance will be effected by us in  
any case whatever.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO., LTD.,  
Agents.  
Hongkong, 22nd September, 1922. [1519]

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION  
CO., LTD.CONSIGNEES per Company's Steamer  
"ORESTES"

are hereby notified that the Cargo will be  
discharged into Holt's Wharf, Kowloon, where  
it will be at Consignees' risk and subject  
to terms and conditions of storage at Holt's  
Wharf. The Cargo will be ready for delivery  
from Godown on and after 23rd September.

Optional cargo will be landed, unless notice  
has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods  
are to be left in the Godowns, where they will  
be examined on any Tuesdays and Fridays  
between the hours of 10.45 a.m. and noon,  
within the free storage period.

No claims will be admitted after the goods  
have left the Steamer's Godown, and all Goods  
remaining undelivered after the 29th Sept.,  
will be subject to rent.

All Claims against the Steamer must be  
presented to the undersigned on or before the  
13th Oct., or they will not be recognized.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 22nd September, 1922. [1520]

## FOR SALE.

LAND, approximately 7,000 square feet on  
waterfront at Swatow with modern 1  
storied brick and concrete building suitable for  
office and godown.  
Further details apply  
[486] W. C. HUMPHREYS & Co.

## PREPAID "WANTED."

## ADVERTISEMENTS

Letters are lying at this Office for  
Boxes QV, RF, RU, RW, TH, TU.

HAIRNETS.—To introduce we offer the  
Finest Quality, handmade from sterilized  
human hair. Capnets \$2.00 dozen. Fringes  
\$2.20, any colour. Postage paid. Tel. 4306 or  
write P.O. Box 484. [245]
LOST in Chamberlain Road, Peak, on  
Wednesday, September 20th, at 7.45  
p.m., A Small Leather Despatch Case with  
W.R.D. stamped upon it. The finder is  
requested to return it to the Registrar, Supreme  
Court, who is authorised to pay a Reward of  
\$20. [243]
TO LET.—New Building in Jordan Road,  
Kowloon, 1st Floor—3 Rooms, Ground  
Floor—2 Rooms. For particulars apply to  
Messrs. Koon Tai & Co., 24, Des Voeux Road,  
Central. [244]
TO BE LET.—Godown—Spacious Two  
storied Godown, situated on the Praya  
near Bowington Canal and containing approxi-  
mately 5,000 square feet on each floor. To be  
Let to the end of the year.—Apply Z, office of  
this paper. [234]

## PLATE GLASS WINDOW.

"Looking through my Toric lenses is  
like looking through a fine plate glass  
window," said an American lady, in the  
course of her remarks while in a tram-  
car the other day. She said just the  
right thing. It cost a bit more to build  
a plate glass window and it cost a bit  
more to make a pair of Toric lenses than  
the ordinary flat kind. Torics are more  
than worth the small difference in cost  
to you in the added comfort you derive  
from their use. Toric lenses of any  
prescription are manufactured by The  
Hongkong Optical Co., successors to  
Clark & Co., Manufacturing and Refrac-  
ting Opticians, 54, Queen's Road, Central.  
[101]

## INTIMATION

Ye Olde English  
Lavender Water

distilled from real Mitcham.

Lavender.

Of delicate Fragrance.

IN ELEGANT GLASS BOTTLES

\$1.25, \$2.25 AND \$4.00.

Eau de Cologne  
de Luxe

Cloche d'Argent Brand.

An Exquisite Perfume, of Finest

Quality.

IN CRYSTAL GLOBE BOTTLES

\$5 Cts., \$1.50 AND \$2.75.

A. S. WATSON &  
CO., LTD.,

Chemists and Perfumers.

ESTABLISHED 81 YEARS.

## BIRTH.

BALIS.—At Shanghai, on September 17th,  
to Mr. and Mrs. J. BALIS, a daughter.

## DEATH.

KUPSCH.—At Kuling, suddenly, Louise  
HENRIETTE KUPSCH, nee Guignard.  
Aged 36 years.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 25th, 1922.

## THE TRADE BAROMETER

## RISING.

The steady if slow, revival of the trade  
of the world is convincingly shown in  
the statistics relating to "unemployment  
in Great Britain." The War, in the  
picturesque phrase of the Minister of  
Labour, left the whole mechanism of  
international trade and commerce upon  
the scrap heap. Therefore, the depression  
is world-wide in its incidence, lighter here,  
darker there. Trade Union unemployment  
figures are quoted in a recent article by  
the Minister of Labour in *The Observer*,  
as affording "grim testimony to the  
completeness of the smash-up of 1914-1919,"  
and as indicating the extent of the re-  
covery. They reached their "peak" in June  
of last year with an unemployment per-  
centage of 23.1 per cent. "Since that time  
there has been a painfully slow upward  
tendency, with the result that the per-  
centage to-day (i.e., in the month August)  
is 14.8 per cent.—nearly twice as big  
as the worst figure of the ten years before  
the War." The average of those ten  
years was 4.7 per cent. To give an idea  
of the numbers of unemployed Dr.  
MACNAMARA quotes the records of persons  
registered as wholly unemployed at the  
Employment Exchanges at the period  
referred to as the "peak" of unemploy-  
ment and to-day. They compare as  
follows:—

July 1st, 1921. To-day.

Men ..... 1,409,170 1,098,500

Boys ..... 77,834 44,500

Women ..... 429,846 153,700

Girls ..... 63,378 33,600

Total ..... 2,040,278 1,328,600

The "short-time" figures, which were  
on July 1st, 1921; 934,780, are now 62,100  
a contrast eloquent of the improvement  
in the textiles.

The Minister thinks that these figures  
will improve week by week, though not  
very markedly, until the seasonal depres-  
sion that the fall of the year brings with  
it, but he does not think the figure will  
get much, if at all, below 1,300,000. "And  
it must not be forgotten," Dr. MACNAMARA  
says, "that this is the third winter in  
succession. Its pinch will inevitably,  
therefore, be more acute; and particularly  
in the industries and localities which have  
continuously been and still remain below  
the level of the country as a whole.

Shipbuilding is, perhaps, our blackest  
spot. It reacts, of course, upon iron and  
steel, industrial home coal, and large  
branches of the engineering industry. Localities whose activities are wont to be  
exclusively or even largely concentrated  
in these fields will need all the help we  
can give them in the months immediately  
before us."

During this long period of depression  
the Government and the Municipalities  
have been unrelenting in their endeavour  
to find remedy and relief. "By common  
consent work is infinitely preferable to  
financial relief." On schemes of public  
utility devised for the purpose of afford-  
ing employment some 10 or 20 millions  
of money have been provided by the  
Government and Municipalities since the  
slump developed, and they have arranged,  
amongst other things, to continue the  
scheme of assistance towards interest and  
sinking fund up to a total of a further  
ten millions in respect of the capital cost  
of new schemes which have been submitted  
to meet the needs of the problem in the  
coming winter. But with the best inten-  
tions in the world, the Minister of Labour  
says, there are large classes of the  
community for whom suitable relief work  
cannot be found. "The only remedy for  
them is to get things on the rails again  
and the wheels of industry going round,  
so that they may return to the work for  
which they have been trained. To that  
end we have done and are doing all we  
can to stimulate trade revival. That is  
why we have established what is known  
as the Export Credits Scheme. Under  
that scheme we have sanctioned trading  
credits so far up to a total of 16½ millions  
with a view to the recovery of our foreign  
markets. "The Act under which we are  
here operating was due to come to an  
end on September 8th. But we have  
continued it under the Expiring Laws  
Continuance provision for another year."

Further, the Government undertook last  
fall to guarantee loans in respect of  
capital up to 25 millions for the carrying  
out of undertakings which are calculated  
to advance the ultimate prosperity of  
the country, and immediately help the  
unemployment problem. Under this part  
of their many-sided endeavour they have  
already guaranteed loans to the extent of  
17 millions for initiating public works  
such as electrification of railways, dock  
and other transport works, and construc-  
tion work in the iron, steel, and building  
trades. "The Government now propose to  
extend this part of their effort by raising  
the maximum of capital in respect of  
which they will guarantee loans from 25  
millions to 30 millions.

But while the authorities are doing all  
that is possible in the way of accelerating  
works of public utility and of stimulating  
British trade, "there remains the urgent  
necessity to bring such succour as our  
grievously embarrassed financial sources  
render possible" to those who cannot  
immediately find work. In this con-  
nection Boards of Guardians have  
spent no less a sum than 80  
millions of money during the present  
period of depression, and, again, the  
Unemployment Insurance Act, has since  
the slump began, dispensed not less than  
80 millions in benefits, and plans have  
been laid to furnish, if necessary, another  
50 millions up to the period ending June,  
1923. Dr. MACNAMARA writes that three-  
fourths of these large amounts have been  
found or will be found by the contri-  
butions of the worker, themselves and  
their employers—a fact to be remembered,  
he says, by those who rather loosely use  
the term "Doles" when speaking of  
Insurance Act benefit.

The Minister of Labour is certainly safe  
in saying that never before in the history  
of the country have more systematic and  
far-reaching plans been put into operation  
for the mitigation of the hardships of  
unemployment. Not yet, however, has  
the Government succeeded in satisfying  
the members of the Labour Party in the  
House of Commons. Mr. CLYDE, for  
instance, has represented the Govern-  
ment's attitude on the unemployment  
difficulty as being to let it settle itself  
if it will, but, at any rate not to interfere  
with the difficulty by attempting any sort  
of a remedy themselves. If that is how  
the Labour leaders regard all that has  
been done in the matter, Heaven help the  
British taxpayer. "When Labour Rules."

Mr. E. Wynne-Jones has resumed his  
duties as District Officer for the Southern  
District of the New Territories.

Among the passengers leaving Home  
to-day, by the Blue Funnel steamer  
*Telesforo*, is Mrs. D. E. Donnelly.

A burglar entered No. 208, Wing Lok  
Street, early on Saturday morning, by  
letting himself down through the trap  
door of the roof. The man stole clothing  
and jewellery valued at \$175.

The fourth Night Fete under the  
auspices of the Victoria Recreation Club,  
which was to be held on Thursday, is  
announced to take place to-night at 9 p.m.  
The programme appears in to-day's  
advertisement.

Mr. F. Clark, formerly in the Hong-  
kong office of Messrs. Shewan, Tomes &  
Co., has been engaged as engineer to the  
British Municipal Council Waterworks in  
Tientsin, and is expected to leave Home  
early in October.

A large fire occurred in the British  
Collection, Chinkiang, at 2.30 o'clock, on  
the morning of September 20th, as  
the result of which a sugar godown, con-  
taining 23,000 bags of sugar, was com-  
pletely gutted, and damage done to the  
extent of Taels 80,000.

Among the passengers who left by the  
*Empress of Canada* on Saturday were  
Sir William and Lady Ross-Davies, Mr.  
Eldon Potter, Mr. George Hogg, Mr. Geo.  
Grimble, Mr. A. E. Crapnell, Mr. and  
Mrs. F. C. Hall, Mr. and Mrs. H. W.  
Sassoon, Mr. L. Yates, Mr. W. E. Clark,  
Mr. R. Farrant.

His Excellency the Officer Adminis-  
tering the Government has appointed the  
Hon. Mr. E. V. D. Farr to be a member  
of the Recreation Grounds Committee as  
a representative of the Royal Hongkong  
Golf Club, during the absence from the  
Colony of the Hon. Mr. P. H. Holyoak.

As the Marine Court, on Saturday, a  
"bawdman" was charged before Com-  
mander Beckwith with having unlawfully  
gone alongside the s.s. *Hai Yang*. The  
woman pleaded that she was blown along-  
side. The Magistrate imposed a fine of  
\$10 with the alternative of a fortnight's  
gaol.

It is notified in the *Government Gazette*,  
that His Excellency the Officer Adminis-  
tering the Government has approved the  
promotion of Lieutenant Walter Higby to the  
honorary rank of Captain, with permis-  
sion to wear the uniform of that rank on  
his retirement from the Hongkong Volun-  
teer Defence Corps.

The Chinese who was charged before  
Mr. Lindsell the other day with having  
23 taels of raw opium in his possession  
was, on Saturday, fined \$230 with the  
alternative of four weeks' imprisonment.  
For attempting to bribe an Indian con-  
stable with \$20 the smuggler was commit-  
ted to the Criminal Sessions for trial.

The Harbour Master of Hongkong noti-  
fies that it has been reported on reliable  
authority that in bad weather, heavy  
rollers, estimated at between three and  
four hundred feet in length, break over  
Helen Shoal (Lat. 10 degrees 12' 30" N.,  
Long. 113 degrees 53' N.) causing a dis-  
colouration of water over a wide area.  
Shipmasters are hereby warned to give the  
above shoal a wide berth pending a fur-  
ther notice on this subject. Admiralty  
China Seas Charts affected.

The death is recorded of Mr. James  
Ross, Acting Postal Commissioner, sta-<



# THE NEAR EAST CRISIS RELIEVED.

## ALLIED PROPOSALS TO THE KEMALISTS. CONDITIONAL OFFER OF TURKISH SOVEREIGNTY OVER THE STRAITS. PROPOSALS APPARENTLY SATISFACTORY TO TURKEY.

LATEST CABLES.

### THE NEAR EASTERN SITUATION.

#### FRENCH PRECAUTIONS AT STAMBOUL.

CONSTANTINOPLE, September 23rd.

The French Commander has informed the British authorities that he can assure the maintenance of order in Stamboul in the event of trouble at Constantinople. French "whippet" tanks have been brought to a central vantage point, near Scutari Point and the French Garrison at Stamboul has been strengthened by a battalion from Chatalja.

The French Government has sent a wireless message to Mustafa, requesting him not to take action until the arrival of its special emissary, who left Paris yesterday for Smyrna.

#### BRITISH NAVAL CONCENTRATION IN THE STRAITS.

LONDON, September 23rd.

It is stated that the British Naval force concentrated in the Straits will shortly include at least seven capital ships, mounting altogether sixty 15 inch and eight 13 inch guns.

#### ANOTHER RUSSIAN NOTE.

Following the Russian Note of Sept. 14th, another Note has been addressed to the Allies which says Russia cannot consent to the Straits being opened to the handshakes of any country, or to British control of the Straits against the wishes of the powers possessing vital interests in the Black Sea, who should have the right to decide the fate of the Straits. Russia cannot recognise any new regime which may be established without consultation of Russia.

#### TENSION LESSENS AS TIME PASSES.

LONDON, September 23rd.

Despite the dangerous concentration of Kemal forces in the direction of the Straits, coincident with the assembly of the growingly powerful British naval and military forces, there is a distinct lessening of the tension, here, as time passes without a clash and the diplomatic forces of the Allies focusing all their energies on a peaceful solution. The French are redoubling their efforts to prevent any move on the part of the Kemalists and are sending Mr. Bouillon, the negotiator of the Franco-Anglo Treaty, aboard a fast destroyer in order to use his influence with the Kemal leaders.

#### ALLIES RESUME DISCUSSIONS.

Yesterday's resumed discussions at Paris between Lord Curzon, M. Poincare and Signor Sforza, which lasted four hours, centred on the nature of the invitation to Ankara, the Franco-Italians endeavouring to embody therein assurances regarding Thrace, Adria, and Constantinople, while Lord Curzon thought any modification of the Treaty of Sevres should only be formulated at a peace conference. The Allies will probably send separate Notes if a collective Note is not agreed on to-day.

It is expected that the Turks will be invited to the preliminary conference at Mudania, with a view to an Armistice.

#### FRENCH INTENTIONS.

Judging by Paris semi-official statements, the French contemplate fully restoring Constantinople to the Turks, also withdrawing Allied troops, but placing Thrace under Turkish Sovereignty, with the League of Nations administering it, similarly to Sarre, while the Straits will be demilitarised with central safeguards.

#### A CONFERENCE OF CANADIAN POLITICAL LEADERS.

Ottawa, September 23rd.

The National Progressive Leader has been summoned to confer with the Premier and Mr. W. L. Mackenzie King (Leader of the Opposition). The latter announces that his personal view is that a promise to send or the actual despatch of Canadian troops to the Near East should be decided by Parliament.

#### CANADIAN GOVERNMENT CRITICISED.

Toronto, September 23rd.

Ex-Premier Meighen, addressing a gathering of business men at the Conservative Club, assailed the delay of the Government in replying to Great Britain's appeal. He asserted that a policy of delay might drag Canada into war. What Great Britain desired was a declaration of the Empire's solidarity. Mr. Meighen would back Mr. Mackenzie King in rushing a message of loyal co-operation similar to those sent by New Zealand and Australia. "Yet Canada, which was a party to the Sevres Treaty, and when asked to stand by that compact should have said, 'aye ready,' did nothing."

### BULGARIA FAVOURS FREEDOM OF THE STRAITS.

LONDON, September 23rd.

Bulgaria has delivered identical Notes in London, Paris and Rome, upholding the freedom of the Straits and advocating the establishment of an autonomous state in Thrace under control of the League of Nations, with special arrangements for safeguarding religious interests in Adria.

#### TURKEY INVITED TO THE ALLIED CONFERENCE.

Paris, September 23rd.

As the outcome of the Near Eastern Conference, Great Britain, France, and Italy have jointly invited Turkey to the Conference, promising to recognise the Maritza frontier, including Adria, and Turkish sovereignty over the Straits, subject to guarantees as to their neutrality.

The foregoing is conditional that the Turks do not cross the neutral zone.

The invitation suggests a meeting at Venice or elsewhere, with plenipotentiaries from the British Empire, France, Italy, Japan, Rumania, Jugoslavia, Greece and Turkey as soon as possible, in order to conclude a definite Peace Treaty between the Turks, Greeks and the Allied powers. The latter are willing to support the invitation already mentioned of the frontiers to Turkey, it being understood that measures will be commonly agreed on to safeguard the interests of Turkey and her neighbours, and to demilitarise certain zones which shall be determined, in order to ensure the peaceable and regular establishment of authority and finally assure efficaciously under the auspices of the League of Nations, the freedom of the Dardanelles, Sea of Marmora and the Bosphorus, also the protection of racial and religious minorities. The three Governments will also support Turkey's admission to the League and repeat their promise to leave Constantinople when the treaty becomes effective.

#### GREEK LINE OF WITHDRAWAL TO BE FIXED.

Prior to the Conference, the Allies will use their influence to effect the withdrawal of the Greeks to a line fixed by agreement between the Allied Generals and the Turco-Greeks. A meeting for that purpose should be held at Mudania or Ismid between the Allies and Mustafa Kemal. The invitation concludes by expressing the conviction that the Allies will be able to co-operate with Turkey, like an ally, in the re-establishment of peace.

#### FEELINGS OF RELIEF IN LONDON AND PARIS.

A deep sigh of relief was heaved in London and Paris after Thursday's announcement that accord had been reached between the Allies, and a united Note sent to Ankara instead of a series of separate notes, as appeared probable.

This decided change in the situation for the better was not anticipated and only came at the conclusion of a strenuous day's deliberations on the part of Lord Curzon, M. Poincare and Signor Sforza.

#### CONDITIONS ACCEPTABLE TO TURKS.

Paris, September 23rd.

Reuter's are authoritatively informed that their French correspondent learns that the conditions are very acceptable to Turkey.

He has gathered the impression from Ottoman Circles that Ankara is satisfied with the contemplated substantial modifications of the Treaty of Sevres. The new peace treaty proposed in the Allied Note will probably settle both the Turco-Greek conflict and the Turco-Allied war. In the latter instance, being a substitute for the Treaty of Sevres, it is anticipated that all the nations concerned will be satisfied with the new proposals, except the Greeks, whose aspirations after territorial expansion will be frustrated.

#### TRIBUTE TO LORD CURZON.

Tribute is particularly lavished on Lord Curzon at Paris, to whose sincere desire to avoid war Premier Poincare strongly testified after the conference.

#### TURKISH CAVALRY IN NEUTRAL AREA.

CONSTANTINOPLE, September 24th.

A strong force of Kemalist cavalry crossed the neutral frontier of the Chanak region, near the village of Ereneyuk, yesterday, within gunshot of the British lines.

The Governor of Chanak sent a message to warn them to retire as they were transgressing in the neutral zone. It has been arranged that General Shuttleworth shall meet Turkish Members of Parliament, at six o'clock to-morrow morning, with a view to obtaining the amicable withdrawal of the Turks.

Sir Chas. Harrington (Allied Commander-in-Chief) has summoned the Ankara representative here for the purpose of making similar representations. It is believed that in view of Allied acceptance of Turkish Thrace demands a friendly understanding will be reached.

### BRITISH DESTROYER COLLIDES AND SINKS.

CONSTANTINOPLE, September 23rd.

The British destroyer *Speedy* sank in seven minutes in the Sea of Marmora as the result of a collision with a Dutch trawler.

Ten of the crew of the *Speedy* were drowned and 57 rescued.

#### EARLIER CABLES.

#### AUTHORITATIVE STATEMENT OF BRITISH POLICY.

REPORTED KEMALIST SEIZURE OF DARDANELLES TOWN.

LONDON, September 22nd.

Reuter has received an authoritative statement of the British attitude concerning the Near East, which declares that Britain is seeking nothing for herself and is pursuing no short-sighted policy based upon narrow props. Her supreme interest, no modification of which can be entertained, is neutralisation of the Straits, with full guarantee of free navigation for all countries under the League of Nations or other effective international organisation. All other matters are secondary and subject to peaceful accommodation between Turkey and the States more directly concerned.

While the Government is completing naval, military, and air measures to safeguard the neutrality of the Straits and covering positions, it in no way desires to precipitate hostilities. War will never come from the British side, but is only possible if Kemal forces attack positions occupied by the Allies at the Armistice and held consistently as neutral territory throughout Greco-Turkish hostilities. The situation therefore, is in Kemal's hands, but there is at present no reason for supposing that Kemal will choose to apply force of arms to questions which can be settled by conference. There is no secret about the strength of the Turkish forces, and no weight is attached to exaggerated alarmist estimates of what she can put in the field.

#### TURKISH AND BRITISH MILITARY ACTIVITY.

CONSTANTINOPLE, September 22nd.

It is reported that the Kemalists have seized the town of Ezine, on the Asiatic side of the Dardanelles, and are threatening Kumkale, an important key position to the Dardanelles.

It is also reported that the Kemalists are bringing up their big Skoda batteries; while British aeroplanes are flying over the Nationalist lines.

#### IS CONSTANTINOPLE THE OBJECTIVE OF CONCENTRATION?

LATER.

Reliable reports of a serious concentration of Kemalists at Ismid, whether Mustafa Kemal personally is proceeding, has given rise to the belief that the Kemalists will make Constantinople their objective instead of Chanak, inasmuch as larger supplies are available in the Ismid region, while the hostile population of Constantinople might cause trouble in their rear. Nevertheless, a more optimistic tone prevails, based upon reports of the successful outcome of the Pella-Kemal conversations. The Kemal forces on the Chanak frontier have not committed any overt act of hostility, but their numbers are increasing.

#### CONFERENCE IN PARIS.

Paris, September 22nd.

To-day's Near East conference was centred upon the form of invitation to be sent to the Turks, especially as to whether territorial negotiations, notably regarding Thrace, should be mentioned therein.

Marquis Curzon afterwards declared that deliberations would continue to-morrow afternoon, as much remained to be discussed, and M. Poincare wished to consult the Cabinet before meeting again.

#### DR. NANSSEN ADVISES LEAGUE MEDIATION.

Geneva, September 22nd.

Developing the proposal for the League of Nations' mediation in Asia Minor, Dr. Nansen stressed the necessity of rapid action, and suggested that the Council get into communication with the Powers, when, if they spoke with the present unanimity, they would have strong moral authority. He further suggested summoning the two belligerents upon a footing of absolute equality to a conference under the auspices of the League.

Sir William Cook thought Dr. Nansen's resolution too moderate and wished it to be worded in a more energetic form.

Persia and China supported Dr. Nansen, whilst Dr. H. A. L. Fisher (Britain) warned against complicating the task of the Paris Conference but said Britain was anxious to secure the co-operation of the League. He declared he was aware that the Dominions wished the League to play a most active role in the Near Eastern problem. The British Government would respect this sentiment and take it into account in any subsequent negotiation. Dr. Fisher moved a resolution hoping the Council would lend any assistance which may be asked by the Powers engaged in the negotiations.

Lord Robert Cecil (for South Africa) dissented, contending that the League ought to be prepared to act by itself, without waiting until asked. M. Hanotiau (France) and Marquis Imperiali (Italy) supported Dr. Fisher's proposal. Finally a Committee was appointed to draft a joint proposal for submission at the next meeting.

### REVISION OF THE TREATY OF SEVRES.

LONDON, September 22nd.

Official circles in London discount the statement attributed to Kemal circles in Constantinople (that the Turks demand settlement of the question of Thrace in their favour). They opine that direct official news from responsible Turkish Ministers must be awaited. Meanwhile there is a feeling of confidence in the result of the moderating influence of the French upon the Kemalists. The Star learns that Britain is prepared to concede generous terms to the Turks, and to agree to a drastic revision of the Treaty of Sevres.

#### AMERICAN ARRANGEMENTS FOR EVACUATION.

New York, September 22nd.

A message from Constantinople states that several American organisations in the Near East, including the Standard Oil Company, are arranging to withdraw their employees, if necessary. There are about five hundred Americans in Constantinople. Admiral Bristol is arranging for their safety in the event of an emergency.

#### KEMALISTS WAITING ON PARIS CONFERENCE.

Paris, September 22nd.

A message from Adana says it is stated in Nationalist circles that the Kemalists intend to avoid measures of force until they learn the result of the Paris Conference, but in the event of failure to reach a satisfactory solution thereat, military action will become inevitable.

#### LATEST CABLES.

#### WORLD'S PRESS AT DOWNING STREET.

#### MR. LLOYD GEORGE EXPLAINS BRITAIN'S POSITION IN THE NEAR EAST.

#### FREEDOM OF AN ESSENTIAL WATERWAY MUST BE SECURED.

LONDON, September 23rd.

Mr. Lloyd George, addressing Press representatives at Downing Street, said he wished to explain the facts of the position in the Near East in view of misapprehension existing as to the character of the difficulties that had arisen. He declared that the strengthening of military and naval forces was dictated by two supreme considerations: first, anxiety regarding the freedom of the seas between the Mediterranean and the Black Sea, which was an essential primary condition. The War demonstrated most clearly that the freedom of the Dardanelles was vital to the security of the Empire and the protection of commerce. The closing of the Straits by Turkey—who owed more to Britain and France than any power in the world—was an act of perfidy which was responsible for the collapse of Russia, the defeat of Rumania and the prolongation of the War two years.

#### A PEACE EQUIVALENT TO A DEFEAT.

It was an essential condition of world peace that there be an effective guarantee for the freedom of the Straits; a Peace signed without achieving that object would be equivalent to defeat. Therefore, the first purpose of British action in the last few days had been to ensure the freedom of civilisation of this essential waterway.

In doing this, Britain was not taking separate action, but simply carrying the policy agreed upon between the Allies in 1918. "We have not departed therefrom one iota," he said, "and could not do so without betraying the trust which the Empire rested in us."

#### TO PREVENT "AN EXCEPTIONALLY HORRIBLE" WAR.

The second object of the strengthening of Britain's naval and military forces in the Near East, Mr. Lloyd George continued, was to prevent an exceptionally horrible war spreading to Europe. He would not attempt to apportion the blame between the Greeks and the Turks, but the fact that Smyrna was destroyed and that massacres had occurred was sufficient justification for British policy. If an Army which could not be restrained from perpetrating such outrages crossed to Constantinople he feared there might be a repetition of the terrible incidents. There was danger, also, of a spread of the conflagration among the inflammable Balkans.

#### "THE INFLAMMABLE BALKANS."

The Premier recalled that the war of 1914 began in the Balkans. He, therefore, regarded it as of paramount importance to European peace that the War in Asia Minor should not spread to Europe. Mr. Lloyd George emphasised that Britain had been most impartial as between Greeks and Turks. The Greeks recently threatened to march to Constantinople, necessitating a passage through the Neutral Zone. The British Generalissimo of the Allied Forces had warned the Greeks in terms identical with those just used to Mustafa Kemal that he could not allow them to enter the Neutral Zone.

Incidentally, the Premier mentioned that the Government's military advisers regarded it as essential that Chanak should be held in order to secure the freedom of the Straits to unarmed vessels. He proceeded to emphasise that it was not desired to hold Gallipoli or Chanak in the interest of Britain alone. He did not claim that Britain alone should have sole responsibility. "On the contrary," he added, "we believe these important shores should be held under the auspices of the League of Nations in the interest of all nations alike. The freedom of the Straits is a matter of life and death to Rumania and Russia, and fundamental in the interest of the world's commerce."

The British Government, however, did not go back on anything it has said about Constantinople remaining Turkish, nor of putting up any fight regarding sovereignty of Eastern Thrace.

#### BETTER SECURITY THAN IN 1914.

Concluding, the Premier stressed that Britain was not departing from the agreed policy of the Allies, enunciated in 1918. He recalled that the proposals for the protection of minorities by Mandates broke down but "the Straits remained."

He added, "The fight we are putting up, presently, is to ensure that, whatever happens at the Peace Conference, we shall not abandon the policy of securing the freedom of the Straits. By that I do not mean clauses depending on the caprice of Constantinople Government. The security in character than in 1914." That was why Britain had taken the steps she had and would do her best to secure an immediate Conference.

#### THE APPEAL TO THE DOMINIONS.

Mr. Lloyd George said the reason the Government made an appeal to Australia and New Zealand, particularly, was because those Dominions had a special interest in Gallipoli where they had made great sacrifices of thousands of their most heroic sons in the cause of the freedom of the Straits. The Government felt, when that freedom was challenged, that Australia and New Zealand had a right to associate themselves with Britain in any action to maintain what cost so much to achieve.

#### BRITAIN NOT SEEKING A "SECOND GIBRALTAR."

Replying to a questioner, Mr. Lloyd George reiterated, emphatically, that Britain did not want a second Gibraltar at the Dardanelles, but wanted the League of Nations to keep the Straits open for all nations.

#### A REPLY TO CANADIAN CRITICISM.

MR. LLOYD GEORGE INTERVIEWED BY REUTER.

Mr. Lloyd George, after the address to Pressmen at Downing Street (which lasted fifty minutes) spoke specially to Reuter's representative on the subject of the Dominions—notably Canadian—criticisms of the method of publicity used by the British Government. Mr. Lloyd George, as regards the invitation to the Dominions to send contingents, emphatically denied that the Dominions were in any wise being exploited for political purposes and said there was no question of any such thing; the impression was entirely unfounded. The Cabinet felt that the sacrifices of Australia and New Zealand in Gallipoli entitled them to be consulted when the question of the freedom of the Straits was involved. The Cabinet decided, therefore, that those Dominions were entitled to participate in the defence of the Straits. The Cabinet felt, at the same time that it was impossible to ask two dominions without inviting the remainder; thus Canada and South Africa were also approached. Mr. Lloyd George commented that Canadian criticisms specially referred to the fact that no such invitation was made in 1914 when the Dominions spontaneously volunteered.

#### REPUBLIC FORMED IN TURKESTAN.

#### RECOGNITION BY THE SOVIETS.

CONSTANTINOPLE, September 23rd. It is announced here that Moscow has formally recognised the Republic of Turkestan, comprising Jara and Khiva with Enver Pasha as President.

#### UNHAPPY IRELAND.

#### MORE HOPEFUL FEELING IN SPIRE OF DARK FEATURES.

LONDON, September 23rd.

A feeling of hopefulness as regards the future and the present is in the ascendant in Ireland, notwithstanding the continuance of outrages in the heart of that unhappy country. Grace is taken from the fact that Parliament is functioning steadily and pursuing its duties under the courageous leadership of the new President, Mr. Cosgrave.

Darker features are furnished by the record of new crimes, chiefly ambushes by National troops and the fighting about Sligo, which is particularly severe.

A striking example of fraternal strife is afforded by the shooting of the young irregular leader, MacNeill, whose two brothers hold high rank in the National army, while the father, Professor MacNeill, Minister of Education is regarded as one of the most distinguished members of the Dail.

Ulster is still on the *qui vive* and Belfast is still a danger spot for disturbances, although quieter than recently.

#### BRITISH ARMY PLANE CRASHES.

#### PILOT TWO NON-COMMS AND THREE PRIVATES KILLED.

LONDON, September 23rd.

The Pilot, two non-comms and three privates of a huge bombing plane were killed while participating in army manoeuvres, the machine crashing.

The machine burst into flames when she struck the ground and was completely destroyed, three of the occupants being incinerated. The others were thrown clear. There were thousands of spectators and the field was brilliantly illuminated with searchlights.

#### THE ALLEGED VENIZELIST PLOT.

#### NUMBER OF ARRESTS IN ATHENS.

ATHENS, September 23rd.

A number of arrests have been made in connection with the alleged Venizelist plot. (Continued at foot of next column.)

### FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

#### THE OPIUM DEBATE IN THE LEAGUE OF NATIONS.

#### CHINESE DELEGATION'S APPEAL.

LONDON, September 23rd.

A special message amplification of the opium debate in the Assembly of the League of Nations at Geneva, reported in Thursday's paper, states that Chao Hsiu Chu said that the Chinese delegation had been instructed by its Government to appeal to the League for immediate steps to be taken to put a stop to the smuggling of morphia into China; also, through the Assembly, to appeal to those countries manufacturing morphia not to allow such harmful drugs to be freely exported from any country as these might finally be smuggled into China. They sincerely hoped that the system of export and import certificates would prove a remedy for smuggling.

#### RUSSO-JAPANESE CONFERENCE.

#### JAPANESE ATTITUDE DEFINED.

TOKYO, September 23rd.

It is learned from a reliable source that the Cabinet has instructed delegates to the Conference at Chang Chun that the first Agreement must apply to China only, and become effective immediately on signature. The Nikolievsk affair and the occupation of Saghalien are declared to be so closely connected that they cannot be discussed separately. Japan will be prepared to discuss the evacuation of Saghalien after the Chita Agreement has been concluded. If the Russians insist on discussing Saghalien at the present Conference, Japan will withdraw. Japan agrees to the application that the prohibition of propaganda and hostile movements be extended to Soviet Russia.

#### DISCUSSION OF NICOLAEVSK AFFAIR STILL PROCEEDING.

CHANGCHUN, September 23rd.

The Conference resumed session on Saturday. Acting on instructions from Moscow, the Russians insisted on the evacuation of Northern Saghalien, which must be considered independently of the Nikolievsk affair.

They requested a fixed date for the withdrawal of troops, to be declared beforehand; to which the Japanese persisted in their former attitude that the evacuation of Saghalien will be effected immediately upon the settlement of the Nikolievsk affair, which will be considered forthwith.

After signing the general agreement now under discussion, they declared it would be impossible to indicate a date for evacuation before signing the agreement finally.

It was decided to adjourn the Conference until the Japanese receive final instructions from Tokyo.

#### MANILA BANK OFFICIAL SENTENCED.

#### SPECULATION IN EXCHANGE WITH THE BANK'S MONEY.

MANILA, September 23rd.

Eleuterio Santos, ex-Assistant Chief of the foreign department of the Philippine National Bank has been sentenced to eight years' imprisonment for defrauding the Bank through the purchase and sale of German marks. It was alleged that Santos purchased 100,000 German marks with the Bank's money and then sold the marks to the bank at a higher price, retaining the difference.

#### RUBBER RESTRICTION.

#### DIFFERENCE OF OPINION STILL PREVAILS.

LONDON, September 23rd.

A telegram from Amsterdam states that advice from London confirm the statement made by Mr. Copeman, Chairman of the Eastern International Rubber Produce Trust, that prominent British rubber enterprises in Dutch India are supporting the voluntary limitation of production.

The Dutch Minister for the Colonies, however, is hesitating to submit official proposals in view of the rubber interests' opposition to an export duty and similar measures. Limited tapping is now advised.

#### FRENCH SEAMEN REFUSE DUTY.

#### CONSEQUENT ON INCREASED HOURS OF WORK.

BOURDEAUX, September 23rd.

In consequence of the decision of the owners to enforce the abolition of the eight-hour day, the whole crew of the liner *Lucida*, due to sail for South America, left the vessel.

Two other liners succeeded in sailing, one for the West Indies and the other for Casablanca.

#### A SOVIET SUICIDE REPORT DENIED.

BERLIN, September 23rd.

M. Chicherine denies that M. Timovieff committed suicide on September 6th.

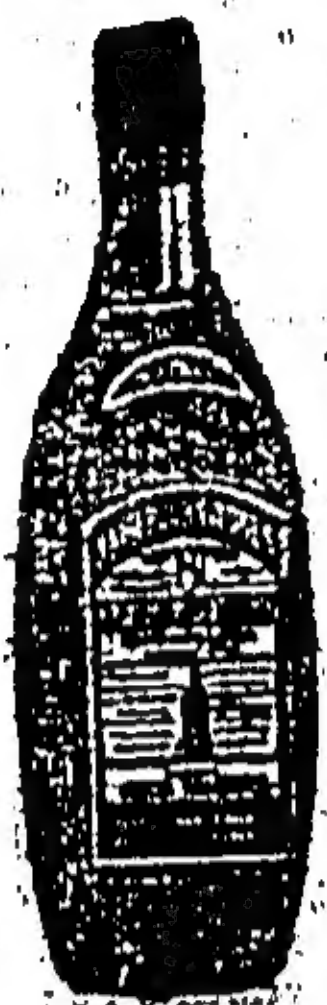
#### U.S.A. CONGRESS ADJOURNS.

WASHINGTON, September 22nd.

Congress has adjourned sine die. (Continued on page 6.)



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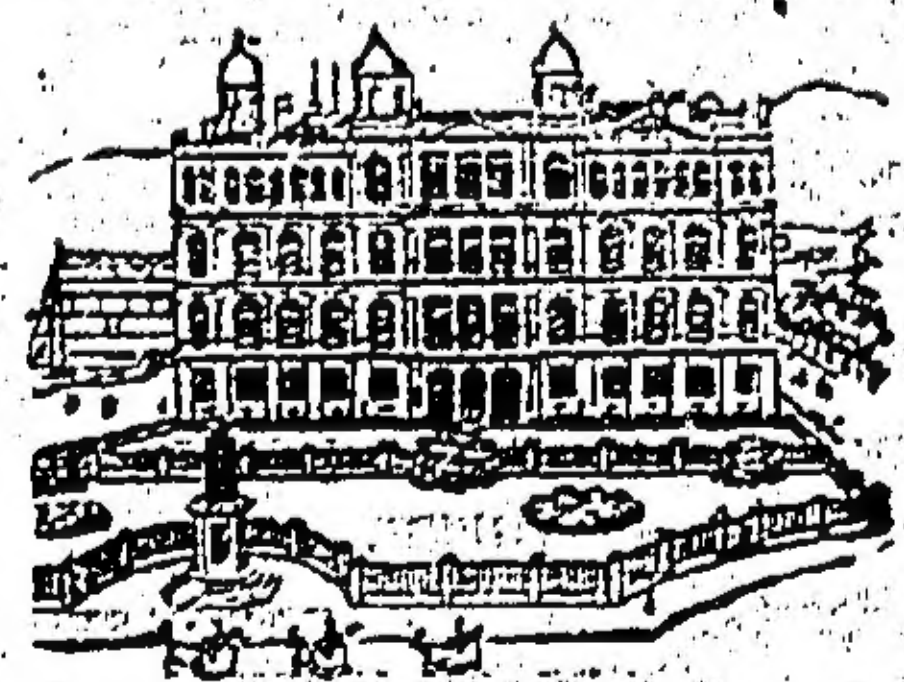
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## CABLES.

(Continued from page 5.)

EARLIER CABLES.

[THROUGH BRITISH AGENCY.]

SIR CHARLES SANTLEY  
DEAD.LONG CAREER OF A FAMOUS  
BARTONE.London, September 22nd.  
The death is announced of Sir Charles  
Santley, the noted baritone.*[The deceased, who was 88 years of age, first  
appeared in London in 1857 and his first  
great success was in the opera "Dinorah"  
at Covent Garden two years later. There-  
after he made a great name in grand opera  
and in 1870 took part in "The Flying  
Dutchman," the first Wagner opera to be  
produced in England. He visited America  
in 1871 and again in 1891, Australia in  
1889 and the Cape in 1893 and 1903. His  
musical jubilee was celebrated at the Albert  
Hall in May, 1907. He was knighted the  
same year. Sir Charles published "The  
Art of Singing" and "Reminiscences of my  
Life."]*COTTON SPINNING  
CURTAILMENT.

SHORT-TIME IN HOME MILLS.

London, September 22nd.  
The Federation of Master Cotton  
Spinners at Manchester announces that the  
vote in favour of short-time at the mills  
spinning American cotton has now been  
increased to over the necessary 80 per cent.  
Consequently a curtailment of production  
is compulsory on all members of the  
Federation. The general plan will be not  
to open the mills on Saturday and Mondays  
for a month.U.S. POLO PLAYER'S DEATH.  
KILLED IN MOTOR SMASH.New York, September 22nd.  
Mr. Charles Ramsey, sculptor and in-  
ternational polo player, was killed through  
his motor car crashing into a bridge at  
Long Island. Owing to his death, the  
Meadowbrook team has withdrawn from  
the International Polo Tournament, thus  
giving the cup by default to Eastcott, an  
Anglo-American team with which  
Meadowbrook should have contested the  
final on Saturday.FRENCH INCOME TAX.  
MINISTER'S EXEMPTION  
PROPOSAL.Paris, September 22nd.  
The Minister of Finance proposes to  
exempt from Income Tax all salaries up to  
8,000 francs a year, involving a loss to the  
Treasury of 90 million francs. The aboli-  
tion of the Government monopoly in  
match is also suggested.

THE RUBBER PROBLEM.

London, September 22nd.  
A meeting of the Rubber Growers'  
Association, Sir West Ridgeway presiding,  
passed a resolution declaring that it was  
unable to proceed further with considera-  
tion of the International Plantation  
Rubber Company scheme until the recom-  
mendations of the Colonial Office and the  
decision of the Government thereon were  
known.REVISING THE DUTCH  
CONSTITUTION.The Hague, September 22nd.  
The Second Chamber has approved the  
draft proposals for the revision of the  
Constitution.THE CAREER OF A FAMOUS  
SINGER.Madame Alice Gomez, the once famous  
singer, who died in an institution in Devon,  
was a Eurasian the youngest of a family  
of eleven children, and was born in Calcutta.  
She made her first appearance in public  
at the Dalhousie Institute. She received  
her earliest instruction in music from an  
elder sister who, in her own words, was a  
"second mother" to her. This was followed  
by more systematic training under Signor  
Antonio Nicolini, who was then the conductor  
of the Calcutta Opera House. Later she  
became a pupil of Mr. Webb, her future hus-  
band who had just come out to India as  
organist of the Calcutta Cathedral. She  
studied under Mr. Webb steadily for five  
years and it was he who first aroused in her  
an enthusiasm about music in England. In  
1890 Mr. Webb induced Madame Gomez to  
go home to adopt singing as a profession.  
On her arrival in England she was  
introduced to several musical notabilities,  
including the late M. Kubo who, after  
hearing her sing, obtained an engagement  
for her to sing with Patti at the Albert  
Hall. After this she had plenty of engage-  
ments and sang at the Covent Garden  
Promenade Concerts and elsewhere in  
London with Edward Lloyd, Antonietta  
Sterling, Mary Davis, Sims Reeves and a  
host of others. Her London tutors were  
Randegger, Shakespeare, Blume and finally  
Madame Tichelli. Madame Gomez, musical  
celebrity though she was in her day,  
never appeared in public in America or  
on the Continent. There was a niche for  
her in the London musical world she said,  
and she refused to give up London until  
London gave her up, which it never did.

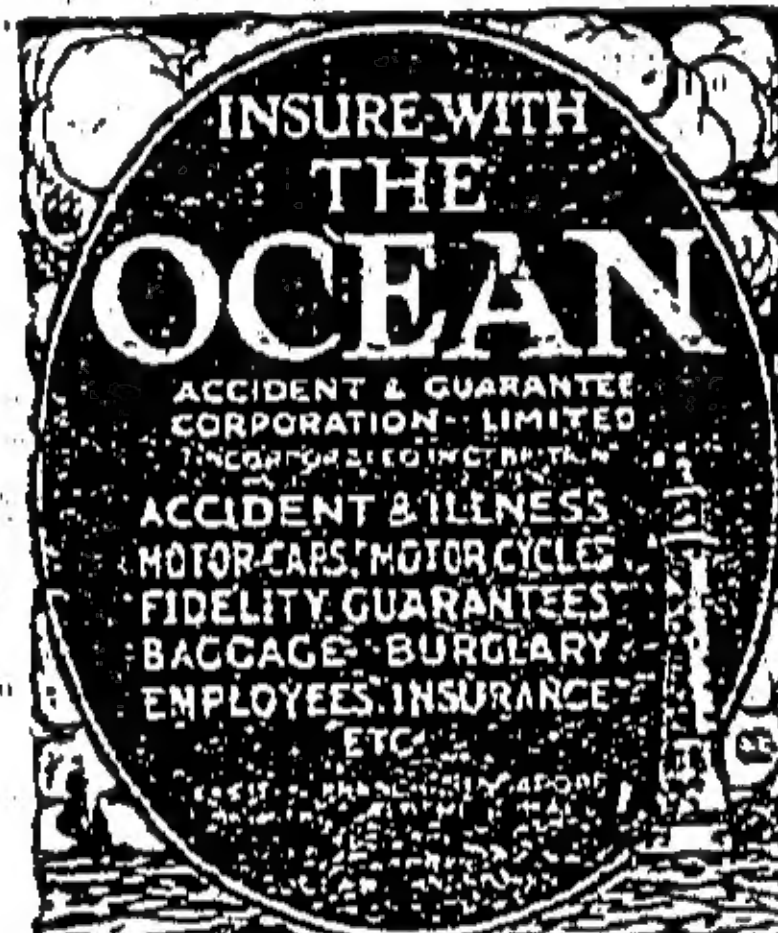
FIFTEEN YEARS' SILENCE.

At an inquest at Shoreditch, on August  
11th, on the body of Henry Yetton, 57, of  
Cambridge-road, Bethnal-green, a woman  
stated that he had lived with her for  
fourteen or fifteen years, and during the  
whole of that time she had never known  
him to engage in conversation of any  
kind.

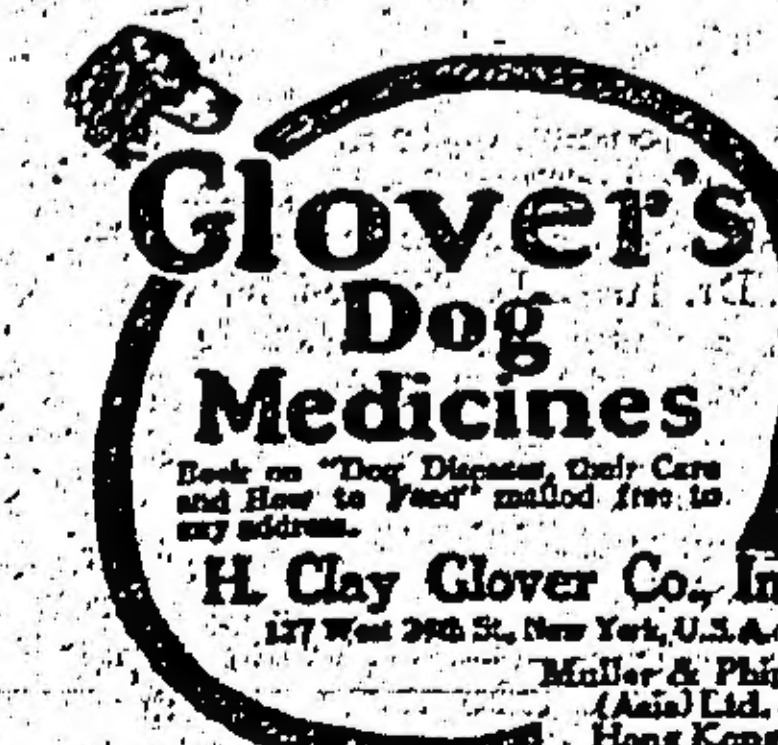
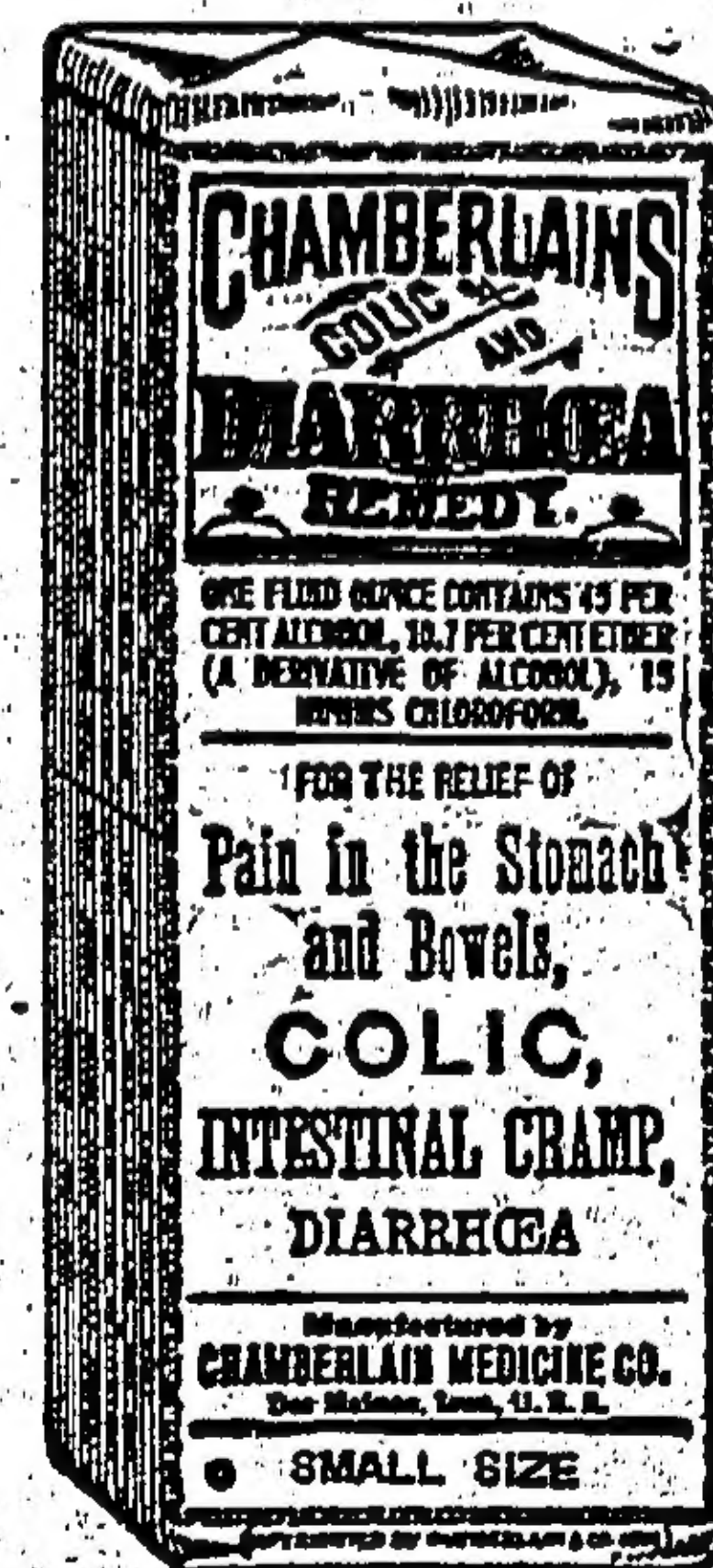
## WEATHER REPORT.

Sept. 23rd, at 14.50.—Warning to Hong-  
kong, Coast Ports, &c.—Depression or  
typhoon of unknown intensity within 120  
miles of Lat. 15 deg. N. Long. 125 deg. E.,  
moving West.Sept. 24th, at 6.10.—Warning to Hong-  
kong, Coast Ports, &c.—Depression or  
typhoon of unknown intensity within 120  
miles of Lat. 14 deg. N. Long. 125 deg. E.,  
moving West.September 24th, at 1.30.—Warning to  
Hongkong—Coast Ports, &c.—Typhoon of  
unknown intensity within 120 miles of Lat.  
12 deg. N. Long. 116 deg. E., moving W.S.W.Sept. 24th, at 1.30.—Pressure has increas-  
ed moderately over Japan and slightly from  
the Loochoo to Hongkong.The anticyclone is now central to the  
north of Tokyo.The depression passed over the Visayas  
yesterday afternoon in a west-south-westerly  
direction. It may develop into a typhoon.  
At 6 a.m. this morning it was in about  
Lat. 12 deg. N. and Long. 116 deg. E.Hongkong Rainfall for the 24 hours  
ending at 10 a.m. 24th Sept., 0.00 inch.  
Total since January 1st, 56.13 inches, against  
an average of 72.90 inches.The forecast for the 24 hours ending at  
noon to-day is as follows:—  
DISTRICT Forecast  
Hongkong to Gap Rock E. winds, fresh to  
moderate; fine.Formosa Channel The same as  
No. 1.South coast of China between Hongkong and Amoy The same as  
No. 1.South coast of China between Hongkong and Hainan The same as  
No. 1.HONGKONG METEOROLOGICAL  
REGISTER.

	Day	at 3 p.m.	at 5 a.m.	at 9 a.m.
Barometer	29.34	29.80	29.90	
Temperature	71	73	83	
Humidity	73	81	89	
Wind Direction	E	E	ESE	
Force	4	5	5	
Weather	B	O	B	
Rain	0.00	0.00	0.01	
Highest open-air Temperature on 22nd	81			
Lowest open-air Temperature on 24th	77			

SHANGHAI OFFICE—  
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and South China  
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AN REALART PICTURE!

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with

ALICE BRADY.

A Powerful Story of the Dreams and Accomplishments  
of a Boy and a Girl in an Adopted Land.

HARRY SNOB POLLARD COMEDY.

2.30 &amp; 7.15 p.m.

CHARLES HUTCHISON in "DOUBLE ADVENTURE."  
Episodes, 5 & 6.

USUAL PRICES. BOOKING AT THE THEATRE

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HONGKONG





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**PORT ARTHUR.**—Famous for its two memorable Sieges and its beautiful landlocked Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms). Sufficient place of historical and scenic interest to fill a month with a fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

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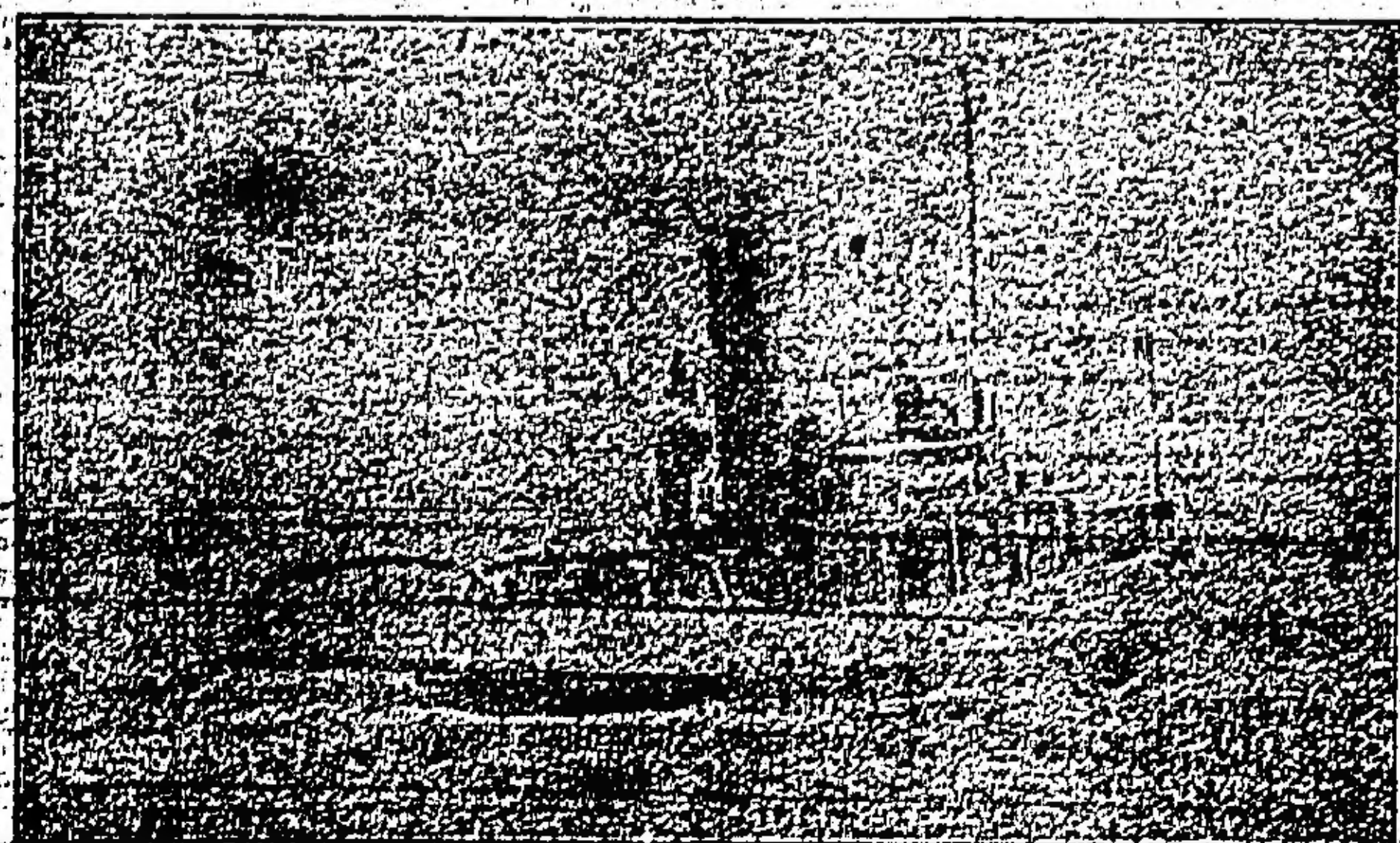
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OLD-PIPED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

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## THE GAMBLERS.

### A TOY THAT WOULD NOT WORK.

Wilson Dickinson, tobaccoist and fancy goods dealer, 89, Mosley Street, Manchester, last month sued John Leslie Leven, importer, 35, Fountain Street, Manchester, for £255. 6s. 10d., balance of money paid for goods supplied under an alleged implied warranty and found to be defective. Mr. R. McCleary appeared for Dickinson, and Mr. Lustgarten for Leven.

Mr. McCleary said that in November last year Dickinson bought from Leven several gross of a toy called the "Toto or Little Bookmaker," an article which enabled a number of people to engage in a gambling game. He found a ready sale for them, and gave several repeat orders until Leven's stock was exhausted. On December 21st, however, Leven telephoned Dickinson that he had a new consignment from Germany, and Dickinson said that day went to Leven's warehouse, where he bought eight cases of "Toto," paying Leven £233 for them. He took Leven's assurance that the toys were identical with those previously bought, but soon after he commenced to sell them complaints were received that they would not work, and customers brought them back.

In the toys first supplied the player, by shaking the toy, caused three coloured discs to show through holes in the front of the toy, and below the colours other discs showed the odds to be paid on the three colours. The "Totos" supplied in December were of an inferior make, and the discs would not move when the toys were shaken. Dickinson's claim was made up as follows: £233 paid for the goods, plus £41. 13s. 4d., which would have been his profit if the goods had been merchantable, less £109. 6s. 6d. for goods sold, leaving a balance of £255. 6s. 10d. Three of the eight cases had been disposed of; the other five cases were unsold, and Leven had refused to take them back or make any allowance.

Wilson Dickinson, in evidence, said before December 21st he had sold about 6,000 of the "Toto."

The judge: I suppose every gambler in Manchester had not got one by then and there was a demand for more? (Laughter.)—Yes, I could have sold a lot more if they had been satisfactory.

When customers started complaining I suppose you had two kinds of customers coming into your shop—those who wanted to buy and those who wanted to grumble. (Laughter.)—Yes, my lord.

Did you have any trouble in preventing them meeting? (Loud laughter.)

Witness added that he ceased trying to sell the toys when he found they were not workable.

The Judge had specimens of the two classes of "Toto" handed up to him, and shook them in succession. Holding up one of the later types he said: The fault about this is that something has got to the winning post and sticks there and prevents anything else getting there. (Laughter.)

Mr. McCleary: And there are also a number of non-starters. (Laughter.)

The Judge: Is it to be said that these things are all right and are merchantable?

Mr. Lustgarten: It is certainly going to be said they were bought after examination.

The Judge: If that is the defence I shall try it, but it must certainly be understood that I am not going to examine the whole of these things in the five unsold cases. It must be obvious I cannot go through five cases and shake every one of them. (Laughter.)

Mr. Lustgarten: Not unless your lordship is going to occupy yourself in the Long Vacation. (Laughter.)

The Judge: But I am not the Vacation Judge. (Renewed laughter.)

Dickinson, having stated in cross examination that a great many people who bought from the last consignment did not bring the toys back, the Judge said: Very likely not. The man who buys one of these things and calls his friends and neighbours together in order that he may make a little money at their expense, when he finds it won't work probably throws it into the fire in disgust, and lets it end there. When I shake it I get green as the winner but no odds to it, and when I shake it again I get odds of 4 to 1, but it is another colour as the winner. (Loud laughter.)

Mr. Lustgarten, for the defence, called Leven and a number of other witnesses, who said that before Dickinson bought the eight cases of "Toto" he examined the contents of one. He took out two or three of the toys and shook them and then said "They seem all right."

In giving judgement his Lordship said in his opinion the goods taken from the five unsold cases were not merchantable, but he found that Dickinson did in fact examine the goods before he bought them, and although he did not persist in his examination long enough to reveal the defects, there was an examination, and that did away with the contention that the goods were bought without examination under an implied warranty. The action of Dickinson therefore failed and there would be judgement for Leven with costs.

### VACCINATION BEFORE OPERATIONS.

Vaccination as a preparation for operations on infected organs has been found by Drs. Pierre and Louis Bazy, two eminent French surgeons, to be productive of excellent results. Having been struck by the seriousness of carrying out surgical operations on organs in a state of infection, they conceived the idea of vaccinating the subject before the intervention of the surgeons. They have reported to the Académie des Sciences that this vaccination against the microbe responsible for the infection improves the general condition of the patient, prepares the organ for the operation, and diminishes the gravity of the operation.—Times.

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The Twin Screw Tunnel Stern Motor Launch "ENRICA" (Built of Steel).

Length overall.—58' 0".  
Breadth moulded.—11' 6".  
Depth moulded.—3' 6".  
Draught moulded.—18" to 19".  
D. W. capacity on above draft.—8 tons.  
Speed.—8 1/2 knots.  
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Installed with Electric Light.

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The Motorboat "KEIKUNG" (Built of Teak).

Length overall.—29.8/10'.  
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Draught (approximate).—15".  
Engine.—"Kelvin" Paraffin Motor.

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## SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Aki Maru* (Australian line) left Sydney for Hongkong via ports on September 22nd, and is expected here on October 12th.

The Pacific Mail s.s. *President Taft* in our Trans-Pacific Service, sailed from San Francisco on her initial voyage on September 19th, for Hongkong via Honolulu, Yokohama, Kobe, Shanghai and Manila, with a full complement of cargo and passengers on board. This steamer will arrive in Hongkong on or about October 10th.

## VESSELS EXPECTED.

*Bellerophon* (Blue Funnel), due October 12th.  
*Benmore* (Ben Line), due Sept. 27th.  
*Changsha*, due October 20th.  
*Empress of India*, due Sept. 28th.  
*Fuchimi Maru* (N.Y.K.), due Sept. 28th.  
*Helena* (Blue Funnel), due Sept. 28th.  
*Moroka Maru* (N.Y.K.), due Sept. 28th.  
*Polyphemus* (Blue Funnel), due October 8th.  
*President Wilson* (P.M.), due Sept. 20th.  
*Protetious* (Blue Funnel), due October 13th.  
*Taiyuan*, due Sept. 20th.  
*Yangtze* (Blue Funnel), due October 12th.

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILLINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW	"CHAKSANG"	Monday, 28th Sept.	Noon
HAIPHONG via HOIHOW	"MINGSANG"	Wednesday, 27th Sept.	8 a.m.
TSINGTAU via SWATOW	"WINGSANG"	Wednesday, 27th Sept.	Noon
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday, 27th Sept.	3 p.m.
TIENSIN	"CHIESHANG"	Wednesday, 27th Sept.	4 p.m.
TSINGTAU via SWATOW	"YATSHING"	Thursday, 29th Sept.	Noon
MANILA	"LOONGSANG"	Friday, 29th Sept.	8 p.m.
TSINGTAU via SWATOW	"HANGSANG"	Sunday, 1st Oct.	Noon
SANDAKAN	"MAUSANG"	Monday, 2nd Oct.	2 p.m.
BANGKOK via SWATOW	"DRUFAR"	Tuesday, 3rd Oct.	Noon
STRAITS & CALCUTTA	"KUTSANG"	Tuesday, 3rd Oct.	3 p.m.
KOBE	"LAISANG"	Thursday, 3rd Oct.	Noon
KOBE via YOKOHAMA	"NAISANG"	Thursday, 10th Oct.	Noon
KOBE	"HOSANG"	Sunday, 15th Oct.	D.L.

**CALCUTTA LINE.**—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steaming via Straits and Hongkong to Japan, occasionally calling at Shanghai. All passengers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

**SHANGHAI LINE.**—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued.

**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo sailing at follow when indicated on offer.

**BORNEO LINE.**—Fortnightly sailings to and from Sandakan by two 4,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken if through Bills of Lading for Kedat Jassalon, Labuan, Tawau and Lahad Dato.

**TIENSIN LINE.**—A regular service is run from March to November between Hongkong and Tiensin, calling at Weihaiwei and Chiaofoo.

**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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s.s. "FOOKSANG" will be despatched on or about Wednesday, 27th Sept., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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"GLENNAVY"	5th October	
"GLENAPP"	9th October	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENARIFFE"	18th Oct., GENOA, LONDON, ANTWERP & HAMBURG	

Movements are subject to change without notice.

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## SHIPPING NEWS

## ARRIVALS.

September 22nd.

*Brufar*, Norwegian str., 1,102 tons, Capt. N. Hjorth, from Bangkok, with a general cargo.—J.M. & Co.

*Hatching*, British str., 1,267 tons, Capt. J. S. Thomson, from Foochow, with a general cargo.—Douglas S.S. Co.

*Kufong*, British str., 987 tons, Capt. J. Milne, from Haiphong, with a general cargo.—B. & S.

*Kamutong*, British str., 3,077 tons, Capt. T. Grant, from Moji, with coal.—J.M. & Co.

*Orestes*, British str., 2,823 tons, Capt. E. Jones, from Singapore, with a general cargo.—B. & S.

*Admiral*, Norwegian str., 742 tons, Capt. E. Winanes, from Bangkok, with a general cargo.—K. Larsen.

*Rhoda*, Norwegian str., 3,520 tons, Capt. E. T. Kraft, from Singapore, with a general cargo.—Thoresen & Co.

*Songler*, Chinese str., 241 tons, Capt. K. Makata, from Changhai, with lime stone.—Kumura.

*Taishan*, Chinese str., 1,218 tons, Capt. C. Taylor, from Shanghai, with a general cargo.—C.M.S.N. Co.

*Tokyo Maru*, Japanese str., 3,710 tons, Capt. T. Kurita, from Singapore, with a general cargo.—N.Y.K.

*Tung Hing*, Chinese str., 264 tons, Capt. Chan Chou, from K. C. Wan, with a general cargo.

*Tyndarus*, British str., 7,172 tons, Capt. S. Madgwick, from Victoria, with a general cargo.—B. & S.

September 23rd.

*Anakusa Maru*, Japanese str., 1,370 tons, Capt. K. Fukue, from Swatow, with a general cargo.—O.S.K.

*Asahi Maru*, Japanese str., 2,941 tons, Capt. K. Morita, from Samarang, with a general cargo.—Nanyo Yusen Kaisha.

*Dun*, Norwegian str., 701 tons, Capt. H. Humeys, from Bangkok, with a general cargo.

*Huddis*, British str., from Canton.

*Hydranga*, British str., 561 tons, Capt. W. J. Collom, from Swatow, with a general cargo.—Chiu On S.S. Co.

*Lachow*, British str., from Canton.

*Mantus*, British str., 5,890 tons, Capt. A. B. Armitage, R.N.R., from London, with a general cargo.—Mackinnon, Mackenzie & Co.

*President Jackson*, American str., 5,377 tons, Capt. U. G. Hansen, from Seattle, with a general cargo.—Admiral Line.

*Providence*, Norwegian str., from Canton.

*Soydan*, British str., 6,690 tons, Capt. B. M. M. Collyer, R.D., R.N.R., from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.

*Sungshun Maru*, Japanese str., 1,503 tons, Capt. G. Kawamura, from Shanghai, with a general cargo.—N.Y.K.

*Taga Maru*, Japanese str., 1,477 tons, Capt. T. Nakamura, from Keelung, with coal.—M.B.K.

*Tai Sze Ma*, Chinese str., 402 tons, Capt. Leung Hin Wa, from K. C. Wan, with a general cargo.—Yan Fat S.S. Co.

*Taito Maru*, Japanese str., 1,015 tons, Capt. I. Arai, from Chinwangtao, with coal.—Dodwell & Co.

*Yuet Wah*, Chinese str., from Canton.

September 24th.

*Glenade*, British str., 4,144 tons, Capt. R. L. Sanders, from Shanghai, with a general cargo.—J.M. & Co.

*Hok Canton*, Chinese str., 556 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.

*Hannawa*, American str., 4,836 tons, Capt. J. D. Methot, from Shanghai, with a general cargo.—Arnold Bros.

*Kingsku*, British str., 1,944 tons, Capt. N. H. Leitch, from Bangkok, with a general cargo.—B. & S.

*Mingung*, British str., 909 tons, Capt. J. D. Ritchie, from Haiphong, with a general cargo.—J.M. & Co.

*New Mathilde*, British str., 842 tons, Capt. H. Cockson, from Hoilow, with a general cargo.—Po Shan S.S. Co.

*Samarang Maru*, Japanese str., 2,447 tons, Capt. K. Yasui, from Dairen, with a general cargo.—Nanyo Yusen Kaisha.

*Sanuki Maru*, Japanese str., 5,971 tons, Capt. I. Nirei, from Japan ports, with a general cargo.—N.Y.K.

*Sunning*, British str., from Canton.

*Tetrasia*, British str., 4,821 tons, Capt. J. Riepenhausen, from Shanghai, with a general cargo.—B. & S.

*Wingany*, British str., 1,578 tons, Capt. J. V. Simpson, from Swatow, with a general cargo.—J.M. & Co.

## CLEARANCES.

September 22nd.

*Glenade*, for Shanghai.

*Hokkaido Maru*, for Singapore.

*Indigirka*, for Keelung.

*Langkhor*, for Canton.

*Sasha Maru*, for Swatow.

*Tjikim*, for Yokohama.

September 23rd.

*Aden*, for Mir.

*Al Pit Tai*, for K. C. Wan.

*Ankerst*, for Hoilow.

*Asahi Maru*, for Tamsui.

*Chipsing*, for Cheloe.

*Derwent*, for Saigon.

*Denur*, for Swatow.

*Glenade*, for Singapore.

*Hokkaido Maru*, for Chinwangtao.

*Huailan*, for Hoilow.

*Hulford*, for Bangkok.

*Langkhor*, for Canton.

*Reard Duller*, for Singapore.

*Reina*, for Saigon.

*Kojia Maru*, for Tsingtau.

*Koral War*, for Tourane.

*Jude*, for Pakhoi.

*Lake Glauco*, for Singapore.

*Linan*, for Swatow.

*Luchow*, from Shanghai.

*Orestes*, for Singapore.

*Persia*, for Canton.

*Sanka Maru*, for Canton.

*Stanley*, for Manila.

*Sungshun Maru*, for Canton.

*Taishan*, for Canton.

*Tokyo Maru*, for Hongkong.

*Taito Maru*, for Shanghai.

*Tung Hing*, for K. C. Wan.

*Yamutong*, for Manila.

September 24th.

*Anakusa Maru*, for Swatow.

*Cheribon Maru*, for Moji.

*Mantus*, for Shanghai.

*Songler*, for Keelung.

*Sungshun Maru*, for Shanghai.

*Tai Sze Ma*, for Canton.

*Taito Maru*, for Keelung.

*Yuet Wah*, for Swatow.

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver &amp; Montreal.

From Hongkong	Arrive Vancouver	From Canada	Due England
Empress Russia	Oct. 5	Oct. 23	Oct. 10
Empress Australia	Oct. 25	Nov. 13	Oct. 24
Empress Asia	Nov. 2	Nov. 20	Nov. 6
Empress Canada	Nov. 18	Dec. 4	Nov. 30
Empress Russia	Nov. 30	Dec. 18	Dec. 5
		Empress France	Dec. 12
		Empress France	Dec. 19
		Empress France	Dec. 26
		Empress France	Jan. 2

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.  
Hongkong Office. Telephone Central 752. Cable Address: GACANPAC.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS: "NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS  
Minimum Rate U.S.G. \$577.07  
Maximum Rate U.S.G. \$620.50  
First Class Accommodation Throughout.

## Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NILE" s.s. "NANKING" s.s. "CHINA"  
Sept. 30th. Oct. 23rd. Nov. 27th.

## Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"  
To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.  
Sept. 28th. Oct. 7th.

s.s. "ARMANESTAN" s.s. "ARMANESTAN"  
To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.  
Sept. 28th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also.  
Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

O. T. SURRIDGE, GENERAL AGENT.  
PACIFIC BUILDING, TELEPHONE: PASSENGER DEPT., CENTRAL No. 1834.  
CABLE ADD: "CHIMAIL"

## SHIPBUILDERS,

## SHIP REPAIRERS,

## BOILER MAKERS,

## FORGE MASTERS,

## OXY-ACETYLENE

## ELECTRIC WELDERS,

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.  
— DRY DOCKS. —  
Length 787 Feet.  
Length on Blocks 750 Feet.  
Dept. on Centre of SHI (H.W.O.S.T.) 34 ft. 6 ins.  
— THREE SLIPWAYS. —  
Capable of Handling Ships Up to 3,000 Tons Displacement.  
Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

## BUTTERFIELD &amp; SWIRE

(JOHN SWIRE &amp; SONS, LTD.),

AGENTS.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."  
TELEPHONE No. 212.  
CABLE FLAG: "C" OVER ANG. PENANG.

## N. Y. K.

SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SHIDZUOKA MARU ... Saturday, 30th Sept., at 11 a.m.  
YOKOHAMA MARU ... Monday, 3rd Oct., at 11 a.m.  
MABSEILLES, LONDON & ANTWERP via Singapore, &c.  
KASHIMA MARU ... Friday, 29th Sept., at 11 a.m.  
HAKONE MARU ... Friday, 1st Oct., at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

NATSUMOTO MARU ... Thursday, 28th September.

LIVERPOOL via MABSEILLES.

TOYOHASHI MARU ... Second half of October.

SYDNEY &amp; MELBOURNE via Manila, &amp;c.

YOSHINO MARU ... Tuesday, 17th Oct., at 11 a.m.

AKI MARU ... Tuesday, 14th Nov., at 11 a.m.

NEW YORK via PANAMA.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via CATE

GOMBAY via Singapore and Colombo.

SANUKI MARU ... Monday, 25th Sept.

OALOUTTA via Singapore, Penang &amp; Rangoon.

MARIOKA MARU ... Friday, 29th Sept.

NAGASAKI, KOBE &amp; YOKOHAMA.

AKI MARU ... Friday, 13th Oct., at 11 a.m.

HANGHAI, KOBE &amp; YOKOHAMA.

FUSHIMI MARU ... Thursday, 28th Sept., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 282 &amp; 283. K. H. KAMEI, Manager.

## STRUTHERS &amp; BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

## EXPRESS FREIGHT SERVICE.

TO LOS-ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Dewey" ... Due Hongkong 8th Oct.  
Leaves Hongkong 10th Oct.  
"Hikridge" ... Due Hongkong 6th Nov.  
Leaves Hongkong 8th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

"Hikridge" ... Due Hongkong 24th Sept. (not calling at Saigon).  
Leaves Hongkong 25th Sept.  
"West Prospect" ... Due Hongkong 13th Oct.  
Leaves Hongkong 15th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.  
1st Floor, Powell's Building, Central Phone No. 2008.  
G. P. BRADFORD, Res. Agent.

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITABOEM	SHANGHAI & N. CHINA	30th Sept.	2nd Oct.	BANKA & BATAVIA
TJIKEMBANG	JAVA	30th Sept.	6th Oct.	SHANGHAI

Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
For Particulars of Freight and Passage apply to the  
JAVA-CHINA-JAPAN LIJN.  
Telephone No. 1074.  
York Building, First-floor.

## VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between JAPAN PORTS, SHANGHAI HONGKONG AND MANILA

AND AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings, subject to alterations.

Steamers	For	Sailing on or about
"GEMMA"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Oct.
"OOSTERK"	Amsterdam, Rotterdam, Hamburg & Bremen	20th Nov.

For full particulars please apply to—  
JAVA-CHINA-JAPAN LIJN  
General Agents  
York Buildings.

## "PHILIPS"

"A PHILIPS LAMP"  
IS A PERMANENT  
ECONOMY

SOLE AGENTS

Holland-China Trading Co.  
Hong Kong



**"ELLERMAN" LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF TOKIO" ... 20th Oct. ... Shanghai, Kobe &amp; Yokohama.

HOMEWARDS.

S.S. "CITY OF SYDNEY" ... 10th Oct. ... London, Antwerp, Rotterdam, Hamburg &amp; Glasgow.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.  
 S.S. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.  
 S.S. "CITY OF SIMLA" ... mid. March ... Marseilles & London.  
 S.S. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE LTD.  
 REISS & CO., CANTON. (Tel. Central 780.)

**BOSTON AND NEW YORK**

Joint Service of the

**"BLUE FUNNEL" LINE**

FOOTMAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF LINCOLN" ... via Suez Canal ... 28th Sept.  
 S.S. "ANTIOCHUS" ... via Suez Canal ... 5th October.  
 S.S. "CITY OF MELBOURNE" ... via Suez Canal ... 15th October.  
 S.S. "AGAMEMNON" ... via Suez Canal ... 25th October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, THE BANK LINE LTD., HONGKONG  
 (JOHN SWIRE & SONS, LTD.)  
 HONGKONG AND CANTON. REISS & CO., CANTON.

**MESSAGERIES MARITIMES**

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DEPARTURES. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA	AYAZ LE RIDEAU	15,000	On or about 29th Sept.
	PORTHOS	20,000	On or about 12th Oct.
MARSHALLS, via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	"ANGKOR"	15,000	On or about 3rd Oct.
	"ASCREE"	15,000	On or about 17th Oct.
	"AYAZ LE RIDEAU"	15,000	On or about 31st Oct.
	"PORTHOS"	20,000	On or about 14th Nov.

COMMERCIAL LINE

GRAN, PORT-LEUCON, HAVRE, DUNKERQUE, ANTWERP ...  
 S.S. "L. ST. LOUBERT-BIE" ... About 30th Sept.  
 S.S. "L. DE MISSISSY" ... Mid-Oct.  
 S.S. "MEINAM" ... 1st part Nov.  
 S.S. "COM. RAMEL" ... 1st part Dec.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION:  
 A. JOHARD, Acting Agent, Queen's Building, Telephone Central 740.

**DOUGLAS STEAMSHIP CO., LTD**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fast in steamer, Saloons and Excellent cabins.

FOR

**SWATOW AMOY & FOOCHOW**

AND RETURN

(Occupying 7 or 10 Days)

HAIPHONG ... Capt. J. B. Thomson ... Tuesday, 26th Sept., at 12 Noon.  
 HAIPHONG ... Capt. W. O. Patterson ... Friday, 29th Sept., at 1 p.m.  
 HAIPHONG ... Capt. W. S. Turnbull ... Friday, 29th Sept., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Bank Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK &amp; CO., General Manager.

**JAPAN COAL**

AND

**GENERAL IMPORTS & EXPORTS**

AGENTS FOR:

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
 THE OSAKA MARINE & FIRE INSURANCE CO.

**MITSUBISHI SHOJI KAISHA**

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India****Apcar and****Eastern & Australian****Lines**

COMPANIES Incorporated in ENGLAND.

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, SUEZ, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	10,513	27th Sept. 11 a.m.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,887	11th Oct.	Marseilles, London & Antwerp.
"SICILIA"	6,702	18th Oct.	Singapore, Penang, Colombo, & Bombay.
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,066	22nd Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	29th Nov.	do.
"KARMA"	8,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	8,000	13th Dec.	Marseilles, London & Antwerp.
"FLASSY"	7,200	10th Jan. 1923	do.
"SARDINIA"	6,500	17th Jan.	do.
"NELLORE"	6,883	24th Jan.	do.
"DELTA"	8,067	31st Feb.	do.
"KALYAN"	8,887	7th Mar.	do.
"KASHMIR"	8,881	14th Mar.	do.
"KRYBER"	9,014	21st Apr.	do.

**BRITISH INDIA - APCAR SAILINGS**

"JANUS" ... 4,842 ... 29th Sept. ... Calcutta via Singapore, & Penang.

**EASTERN & AUSTRALIAN SAILINGS (North)**

"ARAFURA" ... 6,000 ... 4th Oct. ... Manila, Iloilo, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN**

"MANTUA" ... 10,902 ... 26th Sept. 10 a.m. ... Shanghai, Moji, Kobe & Yokohama.  
 "SICILIA" ... 6,702 ... 2nd Oct. ... Shanghai.  
 "DONGOLA" ... 8,066 ... 7th Oct. ... Shanghai & Japan.  
 "ST. ALBANS" ... 6,000 ... 9th Oct. ... Japan.

All dates are approximate and subject to alteration without notice.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

Passengers for Baggage must defray their own Hotel expenses at Singapore while wait in the on carrying steamer.  
 First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in first of the series of their P. & O. Tickers Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.  
 Passes for Messengers not more than 24 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to 100 on the day previous to sailing.  
 For further information, Passage Fares, Freight, Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.**

22, Des Voeux Road Central, HONGKONG. Agents.

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM ANTWERP &amp; MARSEILLES—

Monthly direct service via Singapore and Port Said.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &amp; CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

PANAMA MARU ... Tuesday, 31st Oct.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

BURMA MARU ... Monday, 25th Sept.

HIMALAYA MARU ... Saturday, 7th Oct.

SAIGON, HANGKOW &amp; SINGAPORE—Regular monthly Passenger Service.

KISHU MARU ... Sunday, 1st Oct.

CALCUTTA via SINGAPORE &amp; RANGOON.

SAIGON MARU ... Saturday, 30th Sept.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—via Dairm—Taking cargo.

OVERLAND POINTS U.S.A. &amp; CANADA—Passenger Service.

ALABAMA MARU ... Friday, 29th Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

HAYRE MARU ... Tuesday, 19th Oct.

NEW ORELEANS LINE via SUEZ.

JAPAN PORTS—Kobe &amp; Osaka.

KELUNG via SWATOW &amp; AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

AMAKUSA MARU ... Monday, 25th Sept.

TAKAO via SWATOW AMOY.

BOHSHU MARU ... Thursday, 5th Oct.

Y. YABUDA, Manager.

Tel. Central No. 4090.

**PRINCE LINE FAR EAST SERVICE**

Regular sailings to, Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SLAVIC PRINCE" ... End of September.

For Freight and full particulars apply to—

Telephone Central 3164.

Telegrams: Furprince.

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain) 27, George's Buildings.

**C. N. C. CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For SHANGHAI & TRINGTAO ... On 25th Sept. D.L.  
 SHANGHAI & BANGKOK ... On 25th Sept. Noon.  
 SHANGHAI ... On 25th Sept. 3 p.m.  
 SHANGHAI & TRINGTAO ... On 25th Sept. 4 p.m.  
 HOIHOW, PAKHOL & HAIPHONG ... On 27th Sept. 7 a.m.  
 MANILA, CEBU & ILOILO ... On 27th Sept. D.L.  
 AMOY & SHANGHAI ... On 27th Sept. 8 a.m.  
 SAIGON ... On 27th Sept. 8 a.m.  
 SWATOW & AMOY ... On 27th Sept. Noon.  
 SHANGHAI & TRINGTAO ... On 27th Sept. 4 p.m.  
 SHANGHAI & SINGAPORE ... On 1st Oct. Noon.  
 SHANGHAI ... On 1st Oct. Noon.  
 WEIHAIWEI, CHEFOO & TIENTSIN ... On 1st Oct. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO.  
 Excellent Saloon accommodation and Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking cargo on through bills of lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weiping.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE

Telephone Central 26, Agents.

CARGO &amp; PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australian Ports
"TAIYUAN"	28th Sept.	5th Oct.
"CHANGSHA"	15th Oct.	20th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is on board. Reindeer Fares; Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD &amp; SWIRE

Telephone Central No. 26, Agents.

**PACIFIC MAIL S.S. CO.,**

MANAGING AGENTS,

**U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.****TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports US\$ \$620.50 First Class

Throughout.

**AMERICAN STEAMERS**

SAN FRANCISCO, HONGKONG, KORE, YOKOHAMA AND HONOLULU.

S.S. "PRESIDENT WILSON" ... Leaves Hongkong ... Arrives San Francisco ... Oct. 2nd ...  
 S.S. "PRESIDENT TAFT" ... Oct. 14th ... Nov. 5th ...  
 S.S. "PRESIDENT LINCOLN" ... Oct. 25th ... Nov. 16th ...

Sailings and Fares Subject to change without Notice.

**HONGKONG-CALCUTTA SERVICE**

SINGAPORE AND PENANG ONLY.

S.S. "LAKE GILFANO" ... Sept. 21st.

**TAMPA INTER-OCEAN S.S. CO.**

FOR HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE &amp; NEW YORK.

S.S. "ETHAN ALLEN" ... Oct. 16th ...  
 S.S. "HANOVER" ... Nov. 8th ...  
 S.S. "PATRICK HENRY" ... Dec. 7th ...

For full information regarding rates, space, etc., apply to—

**PACIFIC MAIL S.S. CO.**

Telephone Central 141. Cable Address "SOLANO." Union Building, Hongkong.

Agents at Canton—REISS &amp; CO.

**DODWELL & CO., LIMITED.**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

For NEW YORK &amp; BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 15th November.

**LLOYD TRIESTINO.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.  
 RUIME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

**FOR SHANGHAI**

S.S. "TRIESTE" ... sailing on or about 5th October.

**FOR BRINDISI, VENICE & TRIESTE**

S.S. "TRIESTE" ... sailing on or about 22nd October.

Passenger's Luggage can be insured at the Office of the Agents.

**NATAL LINE OF STEAMERS.**

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LIMITED,**

Agents.



